

Manufacturers Record

Exponent of America



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Our New Year Wish for Our Readers.

To the friends of the Manufacturers Record, whose name is legion, we extend our very best wishes for a year of abounding prosperity, for health and happiness, and with the hope that the unfulfilled good desires of 1926 may be fully realized in 1927.

May they be privileged during the coming year to find larger opportunities for service to others than ever before.

May their sense of responsibility as individuals and as a part of this great nation help them to utilize our marvelous resources and our wealth for the uplifting of humanity throughout all the world.

May there be born in every heart a deeper desire to serve their fellow-men, and as they give of their time and their talents, whether of money or of brains or of spirit, to the benefit of others, may "the peace which passeth all understanding" fill their hearts with joy and gladness so that they may be able to say, "My cup runneth over."

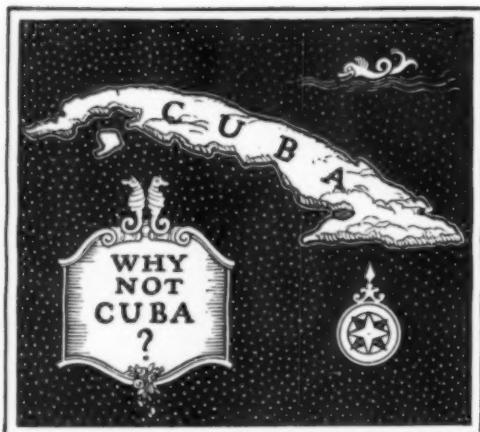
To those who do not love the Manufacturers Record because, perchance, it holds views contrary to some of theirs, we extend our sincerest good wishes for blessings without number, for a spirit which will enable them to rejoice in all the good that may be done in the world, and which will so fill them with harmony and peace that in mind and body they may be able to rejoice in abounding health for themselves and all of their loved ones. May they have the power to see the truth and to follow after it as it leads them into the light of a larger day and a clearer realization of the supreme need of recognizing the other man's point of view if they would themselves search out and know the truth. This paper and the members of its staff bear no grudge or ill-will against any man, whether he be a severe critic of its views or not.

To one and all we extend our heartiest greetings for the New Year, with a sincere desire for blessings unalloyed, heaped up and running over, given without stint by the Giver of all good and perfect gifts.

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Manufacturers Record

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of the South and Southwest as the Nation's Greatest Material Asset

Trade-Name Registered in the U. S. Patent Office

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Weekly }

BALTIMORE, DECEMBER 30, 1926.

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The New Year Outlook.

AFTER every great storm there is some wreckage that must be cleared up, but following this there is a rebuilding on a firmer and larger scale than ever before. This has been the history following every disaster of any kind in our country, and it will be the history, we are quite sure, of the agricultural interests.

The farmers have been passing through a period of stress and storm. Financially, they have had a hard time. But such periods have come to the farmers through all the history of the country, as periods of depression and disaster have come from time to time in years past to the business interests. Thousands of them are burdened with heavy debts, and they have not been able to sell their products at a profitable price, but the very nation-wide interest that has been aroused as to the agricultural situation will result in some solution of the agricultural problems that will once more bring prosperity back to American farmers. No one need for one moment imagine that the agricultural interests of this country are going down hill to remain there. No one need imagine that farming will not be more highly developed and on a more scientific basis than in former years. Good roads, electric lights, electric power, automobiles and kindred improvements increased diversification, and possibly lower transportation rates, will result in bringing about an entirely new era in farm life.

The nation can, therefore, look forward with assurance to the gradual return of prosperity to the farm interests of the entire land. We know that the industrial interests as a whole have been prosperous. This is proven in the many extra dividends being declared by corporations, big and little.

The railroads are carrying a heavier traffic than they have ever had to carry before, but through the co-operation of shippers and railroad workmen and the more scientific handling of freight the railroads are meeting this condition better than they have done in the past.

Coincident with the expansion of railroad traffic to record-breaking proportions, the automobile and the motortruck and the motorbus are doing an ever-increasing business, and this will continue to grow from year to year even more rapidly than population.

Considering all of these things, we must also remember that our population is increasing at the rate at about 2,000,000 a year; that the productive power per capita is increasing at a much more rapid rate, and that it will tax all the business interests of the land to keep up with the growth of America and the increase of foreign trade.

The action of the Government in carrying forward the long-neglected building program for postoffices and other public buildings, the increase of the appropriation for waterways, with a broader appreciation on the part of the people of the whole country of what waterway improvements will

mean for transportation and for hydro-electric power, give assurance of an empire-building campaign on the part of the Government far greater than it has ever before undertaken.

There has been much talk about the heavy burden of taxation by reason of large bond issues by cities, counties and States. It is true that heavy indebtedness has been incurred, but many writers on the subject overlook the reason for this. We would not for a moment minimize the necessity of thorough care in making these expenditures, in holding officials rigidly to account, in having the books of every official of every municipality and county and State rigidly audited by the ablest men to be had for that purpose. This can all be done to advantage. But we cannot halt the increased expenditures necessary to meet the growing demands for sanitary improvements, for road building, for school building and all kindred activities.

Partly as the outcome of the compulsory education law throughout the country, and partly by reason of the lessened employment of children in factories, but largely because of an awakened sense of the importance of education, the number of students in our schools and colleges in proportion to population is rapidly growing over former years. From one end of the country to the other, in public and private schools, in colleges and universities, the demand for room exceeds the available supply, and students are crowded into many colleges beyond the real capacity of the buildings, and yet thousands of applicants are refused admission because of lack of room.

In former years a large proportion of the children in public schools dropped out at the end of the grammar-school period or after one or two years in high school. Now the proportion that goes through the grammar and the high schools is much larger and thus there is no vacuum by children dropping out as in former years. We must continue to build schools to meet this increased demand for education. We must build modern schools with every modern facility, though these things were not demanded in former times.

Years ago small towns, and even many larger ones, were content with unpaved streets, without sewer systems and dependent largely upon wells for water supply. All of this is giving way to better conditions. The health of the people is improved by better sewage, by better sanitary conditions, by enlarged water supply and by well-paved streets. Money for such expenditures must continue to be poured out in larger measure than in olden days.

The automobile has brought a new factor of expense which cannot be lessened. Every city and every town, however small, must now have its traffic policemen. They are essential for the protection of the traveling public and pedestrians. Tens of thousands, possibly in the aggregate hundreds of thousands, of policemen who would never have been needed

until the automobile came into existence are now required to be in constant attendance at street corners for traffic work. We cannot lessen the number of these traffic cops, but, on the contrary, must steadily increase the number. We cannot go back to old conditions. We cannot return to the bottomless mud or the sand road. We cannot depend upon the old wells for our water supply. We cannot do without sanitary sewage systems. All of these things mean a constant increase in expenditures. They result, however, in better health, in longer life and increased wealth for the community.

The burden of taxation, heavy as it is, cannot be lessened so long as it is necessary to continue the building of highways, to construct new schools, to enlarge water-works and sewage systems and to lay modern pavements. These are all a part of the life we are now living and part of the nation's progress, and every community must decide for itself how far this work shall be carried forward. But only the energetic communities that are willing to spend money for such things will grow.

Broadly surveying the whole situation, the increase of our foreign trade; the enormous gain in our industrial development; the research work that is going on, of limitless value in itself to the country; the new sense which has come to the nation of the importance of the expert in chemistry and all other activities in turning waste products into sources of wealth—all indicate that we have but begun to take the first steps in our real great national progress.

J. Pierpont Morgan never uttered a truer saying than when he advised his friends to be "a bull on America." America, the triumphant illustration of progress and prosperity; of high wages; of unequaled living conditions for the laboring man; of the school facilities, increasing with the growth of wealth and population; of ethical advances, which make impossible many of the business customs of former years. All these things presage a magnificent continuation of our wonderful growth. Look out over the whole country, study everything that is being done, visualize as one may the foundation on which we are building, and the thoughtful man of business is forced to recognize that never before in the history of this or any other country were there such unequaled opportunities as America now faces for the individual man and for national progress. It has been said that "a pessimist is a blind man without a light hunting in a dark cellar for a black cat that is not there." That correctly describes anyone who is a pessimist on America or its business progress.

A NEW ROUND-BALE COMPRESS.

EDWARD S. BUTLER of the Dixie Gin Compress Company, Inc., New Orleans, in reply to an inquiry from the MANUFACTURERS RECORD in regard to a reported round-bale press for putting up a 500-pound bale, writes:

"A year ago we became interested in the Dixie Gin Compress Company, owners of patents of round-bale gin compresses. We have several of these in operation in Texas, which are putting up the usual 250-pound bale, the equivalent of one-half square bale.

"Last spring I attended a demonstration of one of these presses and conceived the idea that we could build a larger press to make a 500-pound round bale, which is the weight of a bale of cotton the trade is accustomed to handling. This press has been built and was put into operation about a week ago. While we feel certain we have solved the problem and that it will work eminently satisfactorily, still I want a practical field demonstration for 60 or 90 days before boldly stating the press is a success. I feel certain that in the next 60 days this will be positively demonstrated, when I shall be glad to give you full particulars regarding the press, the bale and its economic savings to the cotton trade."

IN RAISING \$1,000,000 PUBLICITY FUND IN 15 DAYS ATLANTA HAS SET THE PACE FOR THE COUNTRY.

IN response to a request from L. D. Newton, editor of the City Builder, a monthly publication issued by the Atlanta Chamber of Commerce, for an expression of opinion as to the value to Atlanta of the successful closing of its campaign to raise a million dollars for advertising, the editor of the MANUFACTURERS RECORD wired as follows:

"My heartiest congratulations to Atlanta upon having made the biggest achievement in its history since its bold and daring holding of the great Atlanta Exposition more than 40 years ago. That exposition marked a new epoch in Atlanta and, indeed, in the whole South. It awakened the North, and New England especially, to the tremendous resources of the South and to its daring energy.

"The raising of \$1,000,000 for an advertising fund within 15 days is something that, so far as I know, has never been accomplished by any other American city. Great business enterprises have often appropriated far more than that for a year's campaign of publicity, but cities have rarely undertaken such bold publicity work as that which Atlanta has been doing during the last two years. Atlanta steps many feet higher and quadruples into \$1,000,000 its previous \$250,000 advertising campaign fund.

"It has been officially announced that as an outcome of the expenditure of a quarter of a million dollars for advertising during the last three years Atlanta has secured 152 new plants, with annual payrolls aggregating over \$8,000,000 and bringing to the city 10,000 new people. That progress would of itself continue at an accelerating rate. It has started a momentum which would go on indefinitely to the further growth and prosperity of the city, but with this new fund of \$1,000,000 raised in such record-breaking time the Atlanta spirit will immediately command the attention of every newspaper in America and of all the leading business people of the country. The result in this respect will be even greater than were the results following Atlanta's first great Southern exposition. In every newspaper office, in the office of every advertising agency and in practically all the business offices of America Atlanta will be held up as the most striking illustration of the tremendous pulling power of publicity.

"Not only will Atlanta receive immeasurable benefits from this action, but its benefits will flow out to the entire South. The whole South will catch the spirit shown by Atlanta. Pessimism will be swept away wherever it may exist. Optimism will become regnant. Out from Atlanta will come a spirit of energy and enthusiasm so great that I do not hesitate to say that its value to the South, measured in constructive work, in awakened energy and in nation-wide appreciation, will represent a far greater amount than the total decline in this year's cotton crop has meant.

"I glory in the Atlanta spirit so magnificently exhibited in this case. I glory in it, not only for Atlanta but for the entire South. The full effect of it upon the South cannot be measured, but I unhesitatingly assert that it will mean a quickening of the life-blood in every community of the South, and other cities will be encouraged to seek to imitate Atlanta. Reverently, because of its influence for good, I can almost suggest that the people of Atlanta should sing the long-metered Doxology."

America's Amazing Advance Between 1904 and 1925.

IN 21 years, or from 1904 to 1925, the advancement of the United States has been one of the wonders of the world. It has staggered the people of Europe as they have studied our progress, and comparatively few Americans, except those in intimate touch with the study of statistics, have fully grasped the enormous figures which tell the story of the advancement of this country.

When we consider, however, the natural resources on which this development is founded, the freedom from entanglements of European countries, where differing laws and differing nationalities make progress exceedingly difficult, we are necessarily more and more impressed with the fact that the 48 countries, called States, which compose this nation, have an advantage not to be found elsewhere in the world.

While we have many aliens who do not know our laws, do not speak our language and are not in sympathy with our Government, yet, broadly speaking, it may be said that we had in continental America in 1925 over 115,000,000, and today about 117,000,000, of the most energetic, virile people that, as a whole, the world has ever known, working under the best natural advantages to be found on the face of the earth, working under the same general laws which apply largely to the whole country, with trade and transportation unhampered in all this broad area of over 3,000,000 square miles by differing legislation or regulations.

It is a peculiar situation. Mankind has never known anything like it before. Necessarily it is creative of energy and enthusiasm and achievement. The very atmosphere under which we work is invigorating to the brain, giving to every man a realization of the fact that his success depends almost wholly upon himself. His brain and his brawn can be matched against that of any other man in America. There are no social castes that hold him down, no customs or laws of society to enchain the activities of the boy or man.

The rodman or the track-walker on the railroad today may a few years hence be the president of the road and acclaimed by the nation as worthy of his success. The poorest boy in the land may rise from his lowly estate to be among the richest, achieving his success not by fortuitous luck, but by hard work, by brain power and by untiring zeal.

The achievements which have placed America to the forefront of the world in business have not been made by men who limited their hours of labor to eight a day, nor by the men who cut down the days of labor to five. These achievements, nationally and individually, have been made by men who have been willing to burn the midnight oil; to work from early morn to late at night. They have been made by men who had a vision for achievement. They made sure to see that vision come true. They dreamed dreams, but their dreams were based on solid mentality and boundless energy, and they made their dreams come to pass.

Millions and tens of millions have gone on complaining that ill luck or environment or lack of opportunity have held them down. But the great business upbuilders of America, the men whose brain power has placed this country to the forefront in material affairs of all human history, are men who have been willing to pay the price in tireless work and in fitting themselves for whatever might be ahead.

"Fit yourself for the next job" is an old saying which

these men have made a part of their lives, and when the next job was ready for them they were ready for it, while the pleasure-seekers or the loafers or those who lacked energy or initiative in the same office were passed on the highway of progress by these other more energetic men.

We are only, however, at the beginning of our material development unless we ruin ourselves by that suicide which Lincoln said might one day destroy America, though he felt that it could never be destroyed by an invading enemy. His idea of national suicide was disobedience to law, and unless we kill our prosperity and our national life by disobedience to law and by the criminality which follows, our future progress will be far and away greater than what we have had in the past. It is a future to look forward to; a dream that we can help to bring to reality.

In the accompanying table we have a condensation of the story of American progress since 1904. In that time we have increased our population by over 32,000,000, and we are growing now at the rate of about 2,000,000 a year.

* We have increased our national wealth from \$107,000,000,000 to \$400,000,000,000.

We have increased our Government receipts from \$567,000,000 to \$7,533,000,000 and our postoffice revenue from \$143,000,000 to \$599,000,000.

The industrial census figures for 1925 have not been completed, but comparing 1923 census reports with those of 1904 we advanced the value of our manufactured products from \$14,793,000,000 in 1904 to \$60,556,000,000 in 1923, and the value of our food and feed products, a part of this total, from \$2,845,000,000 in 1904 to \$9,529,000,000 in 1925.

Our cotton-goods products increased from \$450,000,000 in 1904 to \$2,010,000,000 in 1923.

In the same period our iron and steel products, excluding machinery, more than trebled in value, rising from \$2,197,000,000 to \$6,828,000,000.

The value of our mineral products was four times as great in 1925 as 1904, or \$5,696,000,000, against \$1,362,093,000 in 1904.

Our production of coal has not increased as rapidly as other industries, partly by reason of the increasing consumption of fuel oil and of hydro-electric power. The coal production rose from 351,000,000 tons in 1904 to 584,000,000 tons in 1925. But the petroleum output, which was only 117,000,000 barrels in 1904 and 265,000,000 barrels in 1914, was 763,000,000 barrels in 1925.

Pig-iron production increased somewhat relatively with coal, showing a gain, however, of a little larger percentage than coal, rising from 16,000,000 tons in 1904 to 36,000,000 tons in 1925.

The production of corn and wheat has not been in keeping with the general advance of the country. The corn crop of 1904 was 2,467,000,000 bushels. In 1914 it was 2,672,000,000 bushels, and in one or two intervening years it was over 3,000,000,000 bushels. But 1924 showed a total corn crop of only 2,312,000,000 bushels, while 1925 rose to 2,905,000,000 bushels.

It may be said in this connection that the corn crop of 1926, estimated at 2,693,000,000 bushels, will be considerably less than the crop of 1925.

The wheat crop of 1925, though in excess of that of 1904, was 225,000,000 bushels less than in 1914 and 190,000,000 bushels less than in 1924. The wheat crop of 1926 is estimated at 840,000,000 bushels.

Oats showed a strong increase between 1904 and 1925, rising from 894,000,000 bushels in 1904 to 1,512,000,000 bush-

els in 1925. The oats crop of 1926 amounts to 1,282,000,000 bushels, over 200,000,000 bushels short of last year.

The cotton crop of 1904 was almost equal to the crop of 1924, but 1925 showed an exceptional gain over 1924, and the crop for 1926 is over 18,618,000 bales, as estimated by Government figures, the largest crop ever raised in this country.

During the period from 1904 to 1925 the production of tobacco more than doubled.

In the 21 years from 1904 to 1925 the increase in railroad mileage was comparatively small, having been only 30,000 miles, but the freight carried in 1925 was almost double that of 1904. The number of passengers declined in 1924 as compared with 1914, and in 1925 there was a further decline as compared with 1924 and 1914. The automobile business, of course, is largely responsible for this decline in passenger traffic, but another reason for this decline is that of recent years the railroads have not been as active and aggressive and as broadminded in developing passenger traffic as they were many years ago. The same spirit of enthusiastic, comprehensive work for developing the passenger business does not now exist as it did 20 to 30 years ago, and this is partly responsible for the fact that people have drifted away or in many cases been driven away from the railroads to the use of automobiles.

In 1904 we had only 898,000 gross tons of shipping engaged in foreign trade. In 1925 we had almost ten times as much, or 8,151,000 tons. The gross tonnage of vessels engaged in coastwise trade rose from 5,392,000 in 1904 to 9,216,000 tons in 1925. Thus in foreign trade and in coastwise trade we had in that year a total of 17,367,000 gross tons of shipping under the American flag.

It is interesting to study the statistics of our exports and imports. In 1925 the value of our exports amounted to \$4,909,000,000, while in 1904 the total was \$1,460,000,000. The import business has grown likewise with great strides. It rose from \$991,000,000 in 1904 to \$4,226,000,000 in 1925.

Twenty-one years ago, or in 1904, we had only 55,000 automobiles, and we expended on highway improvements \$59,000,000. Last year we had 19,954,000 registered automobiles and we expended for highway construction \$1,288,000,000.

Bank clearings rose from \$102,356,000,000 in 1904 to \$505,298,000,000 in 1925.

The total individual deposits of reporting banks advanced from \$10,000,000,000 in 1904 to \$46,766,000,000 in 1925. There are many banks in the country which do not have to report to the Comptroller of the United States Currency, and therefore these figures do not cover the total deposits of the country, which are estimated to have been in 1925 about \$50,485,000,000.

The total amount of savings in national, State, savings and private banks, loan and trust companies reporting to the Comptroller amounted in 1925 to \$18,008,000,000, but the American Bankers' Association estimates that the total savings deposits in all the banks of the country was \$23,134,000,000 in 1925.

The Savings Bank Journal reports that there has been a notable increase in savings deposits and that in 1926 the total is approximately \$25,200,000,000, and adds to that the following comment:

"In addition to existing savings and thrift accounts of the savings banks, there has been an increase in small investors, which has brought the total of such shareholders in the nation's industries from 7,500,000 investors in 1909 to more than 15,000,000 investors at the present time."

The American Bankers' Association reports that on January 30, 1926, there were for all classes of banks in the United States 46,762,240 savings accounts and \$24,696,000,000 in savings deposits, as compared with 43,850,127 saving accounts and \$23,134,000,000 savings deposits in 1925.

The American Bankers' Association reports a gain in sav-

ings deposits during 1926 of \$1,562,140,000, which is approximately \$400,000,000 less than the gain in savings during the preceding year and but \$100,000,000 more than the savings gain for the year ended June 30, 1924. But the number of depositors made a very large increase, which came about in part from the increased number of depositors in school savings accounts. A comparison of the detailed savings figures for this year and last as gathered by the American Bankers' Association, gives the following interesting figures:

DETAILED SAVINGS FIGURES FOR 1926 AND 1925.

	1925	1926	Gain
Mutual savings banks..	\$7,152,258,000	\$7,525,189,000	\$372,931,000
State chartered banks..	7,253,437,000	7,674,880,000	421,443,000
Trust companies	2,870,389,000	3,270,494,000	400,105,000
Private banks	47,702,000	47,899,000	197,000
National banks	5,810,266,000	6,177,730,000	367,464,000
Total savings deposits	23,134,052,000	24,696,192,000	1,562,140,000
Per capita savings de-		204	211
posits			7
Total savings depositors	43,850,127	46,762,240	2,912,113

A comparison of the figures for the present year for different sections of the country is as follows:

	Savings, 1926	Per capita savings, 1926	per capita, 1926 over 1925	Number savings depositors	Gain in savings
New England States	\$4,004,982,000	\$495	\$25	7,106,730	
Middle Atlantic States	9,916,256,000	368	18	17,716,705	
Southern States	1,875,263,000	59	3	4,170,167	
East Central States	5,976,520,000	182	11	12,376,592	
West Central States	801,044,000	87	4 (decrease)	1,437,408	
Pacific States	2,122,127,000	260	13	3,954,638	

Per capita savings for 1926 by States are shown to be as follows:

New England States—Maine, \$360; New Hampshire, \$445; Vermont, \$517; Massachusetts, \$542; Rhode Island, \$465; Connecticut, \$460.

Middle Atlantic States—New York, \$524; New Jersey, \$306; Pennsylvania, \$243; District of Columbia, \$152; Delaware, \$223; Maryland, \$253.

Southern States—Virginia, \$91; West Virginia, \$93; North Carolina, \$53; South Carolina, \$57; Georgia, \$48; Florida, \$136; Alabama, \$40; Mississippi, \$51; Louisiana, \$70; Texas, \$31; Arkansas, \$37; Kentucky, \$71; Tennessee, \$67.

East-Central States—Ohio, \$190; Indiana, \$124; Illinois, \$192; Michigan, \$234; Wisconsin, \$170; Minnesota, \$201; Iowa, \$212; Missouri, \$110.

West-Central States—North Dakota, \$145; South Dakota, \$124; Nebraska, \$150; Kansas, \$69; Montana, \$85; Wyoming, \$92; Colorado, \$101; New Mexico, \$19; Oklahoma, \$40.

Pacific States—Washington, \$125; Oregon, \$130; California, \$389; Idaho, \$53; Utah, \$125; Nevada, \$250; Arizona, \$57.

The savings-bank business has not yet been largely developed in the South. Southern people have invested heavily in other ways and have greatly increased their investments in building associations, but there is still room for the development on a much larger scale than we have yet had of savings institutions in the South actively encouraging the habit of thrift and of saving through savings-bank deposits.

New England, of course, stands as it has stood for many years, the first in the per capita savings in savings banks, which amounted in 1926 to an average of \$495 for every man, woman and child in New England. The Middle States showed an average of \$368 per capita, while the South drops to \$59 per capita, and the West-Central States to \$87. The aggregate for the South, however, is very cheering, for it shows a steady accumulation of money in savings banks in this section. The total in the South for 1926 was \$1,875,263,000.

The growth of building and loan associations has been one of the most striking features of American progress. In 1904 the total membership was 1,679,922 and the aggregate of assets was \$618,795,000; whereas in 1925 these associations had 8,554,000 members and assets of \$4,765,000,000. Between 1924 and 1925 there was an increase of 1,352,000 in members and a gain of \$820,000,000 in assets.

Life insurance has become one of the dominant factors

Economic Résumé of United States

	1904	1914	1924	1925
Area	3,026,789	3,026,789	3,026,789	3,026,789
Population	82,601,000	97,927,516	112,078,000	115,378,000
Wealth	\$107,104,000,000	*\$186,300,000,000	+\$320,804,000,000	\$400,000,000,000
Stock of money in United States	\$2,803,504,000	\$3,738,289,000	\$8,746,514,000	\$8,221,000,000
Money in circulation	\$2,519,143,000	\$3,402,015,000	\$4,754,773,000	\$4,736,000,000
Principal public debt	\$1,136,259,000	\$1,188,235,000	\$21,251,120,000	\$20,516,000,000
Total Government receipts	\$567,499,800	\$757,694,300	\$6,787,978,000	\$7,533,391,000
Total Government expenditures	\$633,219,602	\$762,042,758	\$6,919,835,000	\$7,551,441,000
Postoffice gross revenue	\$143,583,000	\$287,935,000	\$572,949,000	\$599,591,000
Manufactures:				
Total value products	\$14,793,903,000	\$24,246,435,000	.....	+\$60,556,000,000
Food and kindred products	\$2,845,556,000	\$4,977,760,000	.....	\$89,529,773,000
Textiles	\$2,144,605,000	\$3,445,481,000	.....	\$89,487,184,000
Cotton goods manufacture	\$450,468,000	\$701,301,000	.....	\$2,010,000,000
Iron and steel products, excluding machinery	\$2,197,773,000	\$3,137,625,000	.....	\$86,828,803,000
Steel works and rolling mills	\$673,965,000	\$918,665,000	.....	\$83,154,325,000
Lumber and allied products	\$1,214,476,000	\$1,615,789,000	.....	\$83,633,064,000
Lumber production (feet)	34,135,000,000	37,346,000,000	35,930,986,000	.....
Minerals:				
Value products	\$1,362,093,000	\$2,118,306,000	\$5,305,000,000	\$5,696,000,000
Coal, tons	351,816,000	458,505,000	571,613,000	584,784,000
Petroleum, barrels	117,081,000	265,760,000	713,940,000	763,743,000
Pig iron, tons	16,497,000	23,332,000	31,406,000	36,700,000
Agriculture:				
Gross value of products	\$6,121,778,000	\$9,872,000,000	\$16,672,000,000	\$16,963,000,000
Corn, bushels	2,467,481,000	2,672,804,000	2,312,745,000	2,905,000,000
Wheat, bushels	552,399,000	891,017,000	862,627,000	666,000,000
Oats, bushels	894,595,000	1,141,060,000	1,522,000,000	1,512,000,000
Cotton, bales	13,438,000	16,134,000	13,628,000	16,104,000
Wool, pounds	291,783,000	290,192,000	286,205,000	301,060,000
Tobacco, pounds	600,461,000	1,034,679,000	1,242,456,000	1,374,000,000
Transportation (including shipping):				
Railroads, mileage	220,112	252,105	250,364	250,402
Passengers carried	715,419,000	1,063,249,000	950,459,000	906,000,000
Freight carried, tons	1,309,899,000	2,002,026,000	2,331,000,000	2,450,000,000
American vessels engaged in foreign trade (gross tons)	898,768	1,076,152	8,794,000	8,151,000
Engaged in coastwise trade (gross tons)	5,392,000	6,845,000	8,911,000	9,216,000
Exports				
Crude materials	\$1,460,827,000	\$2,364,579,000	\$4,590,984,000	\$4,909,848,000
Crude foodstuffs	\$461,424,000	\$792,716,000	\$1,326,341,000	\$1,413,945,000
Manufactured foodstuffs	\$135,747,000	\$137,495,000	\$392,691,000	\$317,894,000
Semi-manufactures	\$308,836,000	\$293,219,000	\$573,492,000	\$573,753,000
Finished manufactures	\$174,877,000	\$374,224,000	\$610,668,000	\$661,683,000
Imports				
Crude materials	\$991,087,000	\$1,893,926,000	\$3,609,963,000	\$4,226,589,000
Crude foodstuffs	\$320,794,000	\$632,866,000	\$1,236,092,000	\$1,721,425,000
Manufactured foodstuffs	\$132,224,000	\$247,948,000	\$424,873,000	\$494,800,000
Semi-manufactures	\$118,223,000	\$227,644,000	\$521,600,000	\$432,906,000
Finished manufactures	\$160,234,000	\$319,276,000	\$655,888,000	\$755,085,000
Number Motor Vehicles	55,000	1,711,339	17,593,667	19,954,347
Highway expenditures	\$59,527,000	\$240,264,000	\$1,181,000,000	\$1,288,000,000
Banking:				
Bank clearings	\$102,356,435,000	\$163,849,811,000	\$442,693,786,000	\$505,298,883,000
Total individual deposits all reporting banks	\$10,000,547,000	\$18,317,613,000	\$42,954,121,000	\$46,766,000,000
Savings deposits all reporting banks	.....	.....	\$16,381,000,000	\$18,008,576,000
National bank deposits	\$3,812,440,000	\$6,143,245,000	\$14,853,183,000	\$16,355,000,000
State bank deposits	\$2,073,218,000	\$3,189,737,000	\$11,755,233,000	\$12,683,053,000
Savings bank deposits	\$2,918,775,000	\$4,936,592,000	\$8,439,600,000	\$9,065,180,000
Loan and trust companies' deposits	\$1,600,322,000	\$3,939,807,000	\$7,785,331,000	\$8,536,860,000
Private bank deposits	\$95,791,000	\$145,848,000	\$120,519,000	\$126,236,000
Building and Loan Associations:				
Membership	1,679,922	3,103,935	7,202,880	8,554,000
Assets	\$618,795,000	\$1,357,708,000	\$3,942,940,000	\$4,765,000,000
Insurance:				
Life Insurance Companies:				
Assets	\$2,498,960,000	\$4,935,253,000	\$10,394,034,000	\$11,537,615,000
Insurance in force	\$12,547,937,000	\$21,589,172,000	\$63,780,000,000	\$67,339,564,000
Life Insurance of Fraternal Orders:				
Assets	\$52,525,100	(\$212,822,000)	\$565,929,000	\$628,262,000
Insurance in force	\$7,273,069,000	\$8,694,449,000	\$9,805,648,000	\$9,769,669,000
Government Life Insurance in force	.....	.....	\$2,985,000,000	\$2,865,000,000
Mutual accident and sick benefit associations	\$3,052,000	\$7,398,000	\$47,236,000	.....
Fire and marine insurance, assets	\$500,000,000	\$815,747,000	\$1,913,000,000	.....
Casualty, surety and miscellaneous (stock companies only), assets	\$110,353,000	\$544,958,000	\$1,671,000,000	.....
Public Schools:				
Pupils enrolled	16,256,000	19,154,000	24,642,000	.....
Total expenditures	\$273,216,000	\$555,077,000	\$1,814,744,000	.....

*1912. *1922. *1923. figures for 1925 manufacturing census not yet available. 1915.

in the life of American people. The insurance in force has grown from \$12,547,000,000 in 1904 to \$67,339,000,000 in 1925, and this does not include the insurance of fraternal orders, in which there has been a very marked increase. Government insurance on the lives of soldiers now amounts to \$2,865,000,000. Thus of these three characters of insurance there is over \$70,000,000,000 in force. Casualty and miscellaneous insurance of stock companies amounting to only \$110,000,000 in 1904 amounted in 1924 to \$1,671,000,000, the last year for which the figures are available.

Between 1904 and 1925 the number of pupils enrolled in public schools rose from 16,256,000 to over 24,642,000, and total expenditures on public schools in the same period advanced from \$273,000,000 to more than \$1,814,000,000.

These few outstanding facts, showing something of the progress of America, touch only on some of the leading features of American business life. The progress in colleges and universities is relatively equally as great in expenditures and in the increase of the number of students, measured in percentage, as in the public schools; indeed, nearly all of the colleges and universities of the country are so overcrowded that thousands of would-be pupils are denied admission..

The progress in church building and expenditures for religious and missionary matters is in keeping with the progress of the country at large. The South alone is spending over \$50,000,000 a year on the erection of new churches, and other parts of the country are spending vast sums, although hardly as much in proportion to population as is the South.

It is well, however, to bear in mind that all that we have done thus far is merely digging the foundation on which to build our national superstructure of material, educational and spiritual progress. We have scarcely begun to erect the first story in the mighty structure, which will represent during the next 25 years the advance of this country. The human mind becomes dazed and dazzled as one tries to forecast the progress of this country in the next quarter of a century if we are wisely guided in legislation, if we avoid entangling alliances with other nations, if we stand for the highest things in life and see that obedience to law is made one of the cardinal features of American life. Upon obedience to law rests the right of a nation to live.

There is widespread disobedience to law in this country. There is violation of law by men of high and low degree; men who scout a law because it does not suit their convenience; men who rob and murder because they are taught through example of men in higher life that if a law does not suit their own convenience they can violate it with impunity. This is the great danger which faces our country. But if we can meet that issue, as we shall likely do, then no man can measure the limitless growth of future years.

THE PROPOSED REFUND OF TAXES.

CHARLES CATLETT, geologist and chemist, Staunton, Va., in a letter to the Wall Street Journal states the case in regard to the proposed refund of excess taxes beyond the needs of the Government very strongly in a letter to that paper when he says:

"Recognizing that there may be difficulties in returning to taxpayers money paid for 1925 in excess of the needs of the Government, yet in fairness it seems that this should be done rather than to reduce the taxes next year."

"To illustrate: A may have paid \$1000 taxes for 1925 and B nothing. In 1926 B may owe \$1000 and A nothing. Yet Mr. Mellon, rather than meet the difficulty of paying back to A what he has paid in excess, proposes to reduce B's taxes for 1926 by the money which A paid for 1925. Is this quite fair?"

ELECTRICITY REDUCES DAIRY FARM EXPENSES.

"**J.** A. THOMPSON, dairyman of Jefferson county, Alabama, has reduced his expenses \$885 a year by installing a milking machine, which he did after a hydro-electric transmission line was run through his community. He has 50 cows and did employ three helpers, but one of them was not needed after he installed the milking machine. He was paying this man \$80 a month, or \$960 a year. It costs him \$75 a year to operate his machine.

"In addition, he has found that milking is more satisfactory when done with a machine, and naturally he is not so dependent on help.

"At the same time he installed a refrigerator which costs him \$100 a year to operate, but will save him \$1.05 a day on ice. It cut his ice bill in half. It is still necessary to buy cracked ice to keep his milk cold while en route to and distributing it to his customers."

This graphic illustration of the way electric power saves dollars on the farm is given by P. O. Davis, agricultural editor at Alabama Agricultural College.

In January, 1926, there were 6,185,000 cows and heifers kept for milk in the South. If 25 per cent of them were in herds large enough to be handled by the methods J. A. Thompson uses, and a similar saving could be realized on all of them, the total annual saving to all Southern dairy-men would be \$39,212,900. This sum is based on the loose assumption that 25 per cent of the cows in the South could be so handled as to take advantage of the same economies Mr. Thompson secured. It is not intended to be anything more than a rough approximation. As such it is indicative of the immense wastes that are going on today in dairying and in agriculture wherever antiquated methods are still in use. On thousands of dairies and thousands of farms where electricity is not yet being used to the utmost we are daily wasting the most valuable of all our resources—that one resource which imparts to all the other whatever value they possess—human energy. In the symposium on the great increase of industrial efficiency, published recently in the MANUFACTURERS RECORD, the fact was emphasized and reiterated that the average worker today has more power and better machines at his command than ever before, and is therefore able to produce more.

Mr. Thompson put more power into the good right hands of two of his helpers, and they were consequently able to produce as much as three of them had produced before. The human power he dispensed with cost him \$960 per year; the electric power cost him \$75 per year; saving, \$885 on labor alone.

But large totals mean little to the individual. "What can I get out of it?" is the natural reaction to such figures. The answer is that Mr. Thompson's saving of \$1268.25 annually on milking and refrigeration was secured with a herd of 50 cows, and was therefore at the rate of \$25.36 per cow. Any man with a herd of cows can do his own multiplication. Here is a wide field for the electric-power companies to push out into the farming regions wherever possible.

WORTH NEARLY A MILLION DOLLARS ITSELF.

Forward Atlanta Commission.

Atlanta, Ga., December 9.

Editor Manufacturers Record:

Your editorial page in the MANUFACTURERS RECORD with reference to Atlanta raising a million-dollar advertising fund is worth nearly a million dollars itself.

The splendid co-operation from the "Exponent of America," the MANUFACTURERS RECORD, is appreciated.

IVAN ALLEN, Chairman.

What Motor Transportation and Good Highways Mean to the Nation.

NO man who is trying to measure the future of this country can fail to be interested in everything which pertains to the development of the automobile, motorbus and motortruck industry, and, in connection therewith, the building of good roads. These are outstanding facts that bear directly on every phase of American life.

Perhaps the mightiest revolution in all the material affairs of any nation is being worked out in this country in this road-building and automobile campaign. With a view to covering this whole situation more fully than it has ever been covered before, our January 6 issue will carry many articles of commanding interest, discussing all these problems and setting forth something of what is being done and what must be done in road building. It will be an issue of transcendent importance to the business men of the country as a whole, for merchants, bankers, lawyers, doctors, mechanics and farmers should be equally interested in everything bearing on this subject.

No man connected with the problems of road building, no man who wishes to know how our road building compares with that of Europe, how Europe must change its methods of road building and follow the line adopted in America, how vast is the future of road-building work in this country before it can be said that we have a network of good highways all over America, should miss the Annual Highway Review Number of the MANUFACTURERS RECORD, to be published January 6.

While European roads for the most part are of ample width both of traveled way and right of way, planted with magnificent trees, and the main routes well co-ordinated with second and third class roads, they would not be considered good motor roads in America, says John N. Mackall, chairman, State Roads Commission of Maryland, in a leading article in that issue. After spending eight weeks on a tour of inspection of the highways in every country in Europe, Mr. Mackall believes that the prosperity of Europe is being retarded by the failure to build a big mileage of smooth, well-maintained hard-surfaced highways for motor vehicles, and that the American road builder is setting an example in the building of good highways that Europe would do well to pattern after.

Hard-surfaced highways have revolutionized agriculture and brought prosperity to farmers of Delaware and the Eastern Shore counties of Maryland and Virginia by bringing 20,000,000 people, all of whom are consumers of fresh fruits and vegetables, within easy trucking distance, says Hiram G. Andrews, in discussing how the counties of these three States are successfully solving their marketing and economic problems.

C. C. McChord, formerly chairman of the Interstate Commerce Commission, in discussing the movement afoot for Federal regulation of the motortruck and motorbus industry, declares: "What is needed is co-ordination of railroad and motor vehicles, not stifling of competition. * * * Too much emphasis cannot be placed on the fact that the problem of regulation is essentially local. It is fundamentally a matter for the States to handle."

The marked increase during recent years in the use of commercial trailers in the Southern States is a significant index of commercial and industrial prosperity, says A. P. Ames, manager, Trailer Manufacturers Association of America, in reviewing the use of trailers of all types in the States below the Mason-Dixon line.

The motor vehicle is today the principal passenger carrier

in the United States, and the highway transportation system and equipment represent an investment of approximately \$26,500,000,000, compared with a total investment of steam railroads of about \$22,000,000,000 and an investment of \$5,000,000,000 in street railways and interurban lines. These figures are presented by Henry R. Trumbower, economist, United States Bureau of Public Roads and professor of economics, University of Wisconsin, in an article, "Transportation on Rubber Instead of on Rails," replete with facts and figures showing the tremendous part motor vehicles and highways are playing in solving the transportation problem of the country.

Highway expenditures must be doubled to meet increasing transportation needs of the country, says Howard L. Clark, because the road-building program of the country is not keeping pace with the increase in the registration and use of automobiles, motorbuses and motortrucks, and as a result the efficiency of the motor vehicle is being seriously impaired and paralysis threatens motor transport, particularly in the vicinity of big industrial and commercial centers.

The immediate demand for wider roads and more roads is such that in the near future the country may expect to see private enterprise building super-highways and toll bridges at an enormous aggregate investment. Separate highways will be built for automobile and for motor trucks and buses. The cities will build double-deck, high-speed highways and highway grade crossings on important thoroughfares to prevent traffic congestion. These are some of the future developments outlined in an illuminating article on "Some Requirements of the Highways of the Future."

Why improved highways pay big dividends, what the States are doing to beautify the highways, what transformation the building of improved highways is working in mountainous communities of the South, and other subjects covering many phases of highway building and motor transport are discussed in this same issue of January 6. The remarkable development of motor transport for passengers and freight throughout the South in recent years is reviewed, and many typical installations of motor truck and bus service in the Southern States are described and illustrated.

Road and bridge work in the 18 Southern States will be covered comprehensively in a separate illustrated story for each State, outlining the work completed and let to contract this year and the program for 1927. A feature of these surveys will be a general statement showing how each State raises funds for road building and maintenance, and accurate figures will be presented showing the amount of gasoline tax, license registration fees, etc., collected.

SCIENTIFIC RESEARCH WOULD DEVELOP NEW USES FOR COTTON.

A CORRESPONDENT suggests that the large quantity of unpicked cotton which Southern farmers threaten to leave in the fields, together with the immature and low grades, could possibly be utilized in the manufacture of paper. We believe that as soon as the cotton growers can organize sufficiently to establish a cotton-research department along lines similar to the Cotton Textile Institute of the cotton manufacturers, now just beginning to embark on a scientific study and development of textiles, many commercial uses for cotton will be found and that a larger demand will thus be created for the product.

GREAT BRITAIN'S NEW IMPERIAL POLICY.

DR. ROBERT FALCONER, president of the University of Toronto, in referring to the recent article in the MANUFACTURERS RECORD by Courtenay De Kalb in regard to Great Britain's imperial policy states that he has read the article with much interest, but he adds:

"I do not, however, agree with Mr. De Kalb's reading of history. The new imperial policy began in the first half of the nineteenth century, when the foundations of the new empire were laid, in the granting of responsible Government. This has been so developed that the new commonwealth of nations has grown into strength, and *pari passu*, the mother country has gained new prestige and a stronger hold upon the affections of the dominions. No one was more astonished than Germany and the neutral nations of Europe by the instinctive action at the beginning of the great war of every one of the self-governing dominions. It was a demonstration for those who have eyes to see that countries are not necessarily bound together by bonds of legislation and written constitutions. I know my own people and am convinced that their attachment to the mother country was never greater than it is today, and that the recent imperial conference was not so epoch-making as Mr. De Kalb supposes, but that this recognition of the complete maturity of the dominions is a step in what will be an enlarging imperial process."

ANOTHER BABSON MISTAKE.

THE Louisville Courier-Journal, in criticising a recent address by Roger W. Babson to the effect that the educational institutions "had gone materially mad and that their principal product was typists and stenographers," says:

"Mr. Babson is a statistician, the leader in this field. Can he show that the schools are turning out fewer research workers in various branches, in history and physics, in medicine and chemistry, in biology and sociology than they formerly did? * * * The eminent statistician seems to have made a slip in his card indexing."

Just why the Courier-Journal should refer to Mr. Babson as the leading statistician of the country we are at a loss to understand, unless it be that Mr. Babson is probably the equal of Henry Ford as a publicity getter. So far as Mr. Babson's public statements are concerned, we think he is wrong oftener than he is right.

The Courier-Journal, however, rightly suggests that Mr. Babson made a slip in this article on the educational institutions of the country. He recently made equally as great a slip in his article on the lumber interests in advising that Florida pass a law against building frame dwellings. For that wholly foolish and unfounded attack on lumber Mr. Babson has been rightly called down, and called down vigorously, by the lumber people of the country, but so far as we know he has never yet withdrawn the statement nor apologized for it, though the facts are altogether against him.

INFORMATION ON MANY LINES.

W. N. HORNE, secretary-treasurer of the Ocala Limerock Company, Inc., Ocala, Fla., writes:

"Although we subscribe to several other business periodicals intermittently, we very seldom read or refer to any of them, as we can always depend on getting information we desire from the MANUFACTURERS RECORD.

"In addition to this service, which includes contract lettings, proposed bond issues and names of manufacturers of different types of machinery, we can always depend upon an interesting editorial section and numerous news articles which make it necessary for us to read every issue, regardless of whether or not we are seeking trade information."

THE BOYS OF AMERICA HAVE MORE OPPORTUNITIES FOR ADVANCEMENT THAN EVER BEFORE.

IT is often stated that there is no chance for boys today to win success comparable with former times. In retrospect, we turn to the great opportunities which the young men of older generations had for advancing to wealth and position. There have been notable successes, but in proportion perhaps more failed in those days than are failing now.

To say that boys do not have the chances their fathers had is to deny the fact that the United States is the richest country on the globe, more diversified in its activities, doing a greater volume of internal and world business and developing at an amazingly rapid rate, a condition undreamed of 25 to 50 years ago.

New situations, new occupations, new industries and new inventions and methods are constantly being created which alone call for initiative on the part of everyone employed throughout the country. In every factory, in every counting room and in every line of business, whether commerce, agriculture or industry, American youth are today working upward. Where there were hundreds of opportunities a generation ago there are literally thousands now, and this applies to girls as well as boys. Never before in the world's history has such an amazing advance been made by the girls and women of the present generation in all fields of endeavor.

To chronicle all the successful young men now winning their places in material affairs would be an endless job. The mechanic, the farmer boy, the clerk and the office boy of yesterday are the industrialist, the successful agriculturist, the merchant prince, the capitalist or the head of great organizations today. While some have achieved their goal, and this is not intended as a pun on the word gold, for true success cannot be measured in terms of monetary wealth in this work-a-day world, others are pushing upward through study and strict application to assigned tasks. Not many of them have found the road an easy one. In most cases it was a long and hard climb, with many detours. Of course, a great proportion get lost on the road to success before they even reach the detours, but it cannot be said that the way was not there.

In practically every occupation and profession and in big business organizations throughout the country young men are making good, for how else could this country keep developing as it is doing. As stated, the list is almost limitless. Boys of a few years ago are now filling positions of trust and responsibility. One of the great corporations of the country, in answering the question, "What chance has an office boy, anyway?" recently cited the case of one of its own office boys who 14 years ago was answering the "buzzer" in its office, but who has recently been elected by the board of directors to an assistant treasurership, with the statement that though young in length of service, he was recognized because of his efficient work, and that no promotion could have given more general satisfaction to those familiar with his work. That young man was Clarence Millard of the Standard Oil Company, not so long ago an office boy, later an employe in the treasurer's office and now an assistant treasurer of the company, with advancement opportunities still ahead. Thousands of similar promotions are going on all over the United States in the business world, and yet some people say that boys do not have a chance these days.

One may recount from an ever-increasing list the upward struggle of men in this country who have achieved success in recent years. For every man of today known to the general public there are hundreds and thousands who are little known outside of their own sections or line of work. An

illustration will suffice: That of Amedeo Obici, president of the Planters Nut and Chocolate Company of Suffolk, Va.

Once a poor Italian immigrant boy and a peanut vendor in Wilkes-Barre, Pa., Mr. Obici is now the head of probably the largest concern of its kind in the world. His rise from the "engineer" of a peanut stand to the presidency of a concern which last year did a business of \$8,000,000 is but another illustration of the life history of many men who have achieved success by hard work and study. Upon his arrival in the United States, at the age of 11, Mr. Obici secured his first job, paying \$1 a week. He lived with an uncle and went to school in Scranton, Pa., at the time, shortly afterward going to work in Wilkes-Barre at a peanut stand. He studied hard, learned the English language and improved himself by reading books. Later, from his job selling peanuts, he went into the peanut business and in 1906 with an associate organized the Planters Peanut Company. Beginning in a small way and overcoming difficulties, they increased their business and incorporated the Planters Nut and Chocolate Company, with headquarters in Suffolk, Va. This organization has a daily production of 1,000,000 packages of salted peanuts, 4 carloads of nuts are roasted daily, and to take care of increasing business new buildings are added every year. In addition, the company operates its own printing plant, and makes its own tin containers and boxes. Products of the Planters Nut and Chocolate Company are shipped all over the world and branches of the company are located in New York, Chicago, Philadelphia and Boston, with plants at Suffolk, Wilkes-Barre, San Francisco, and Toronto, Canada. Mr. Obici is a director of the Farmers Bank of Nansemond, of Suffolk, a part owner and president of the Suffolk News, a director of the Hotel Elliott, Suffolk, and an active member of social and civic organizations.

His home is near Drivers, Va., about ten miles from Suffolk, where he has an estate of 300 acres, called Bay Point. Part of his estate is to be planted to filbert nuts to use in connection with his peanut business. Mr. Obici is building a club on the Nansemond River, close to his home, where his 2000 employees can enjoy boating and other recreations.

What a lesson to American youth is here presented. They have opportunities, yes, a thousand-fold greater than this former Italian immigrant boy, handicapped by the barrier of language at the beginning, ever had.

Particularly will the young people of the South, because of its rapidly expanding industry and general development, have to a greater degree more opportunities to become successful than the Southern boys of a decade or so ago had. "Go South, young man" has for quite a while supplanted the slogan "Go West" of a generation ago.

The South is the land of opportunity, and it is for Southern youth to show their mettle or else step aside and see others eager to grasp the reins and drive on to success.

GOVERNOR McLEAN ON NEED OF REFRIGERATION IN THE SOUTH.

GOVERNOR A. W. McLEAN of North Carolina, in a letter to the MANUFACTURERS RECORD referring to some recent articles on the need of refrigeration in the South, writes:

"I read with interest the articles on the cotton situation. I have also read the article entitled 'Great Food Industries of the South Call for Refrigeration.' I have been pressing this important matter for a long time. I know of nothing that is more important than refrigeration and storage facilities in the South, and particularly in our own State. This will enable us to carry perishable commodities during times of glutted markets. The MANUFACTURERS RECORD is doing a great service in calling this important matter to the attention of our people."

LINCOLN ON A PROTECTIVE TARIFF.

IN a recent issue of the MANUFACTURERS RECORD Lincoln was credited, as he had been a thousand times for many years throughout all parts of the country, with the statement to the effect that while he did not know very much about the tariff, he did know that when we bought steel rails in England, England had the money and we had the rails; but when we bought steel rails in America this country had the rails and the money also.

The correctness of this quotation attributed to Mr. Lincoln has been called in question, and we have not been able to find any statement that fully confirms its accuracy, although it is so apt and appropriate and so directly in line with the terseness of many of Lincoln's statements that it has gone apparently unchallenged for many years. However, in seeking to investigate the matter we find that in the dictionary of tariff information, published in 1924 by the United States Tariff Commission, the following appears:

"I do not know much about the tariff, but I know this much, when we buy manufactured goods abroad, we get the goods and the foreigner gets the money. When we buy the manufactured goods at home, we get both the goods and the money."

"Dr. F. W. Taussig* has made an investigation of the source of the above remark and finds no evidence that it emanated from Lincoln. The epigram seems first to have been employed by Robert G. Ingersoll in a speech on Lincoln, but not as a quotation from Lincoln. Confusion in the memory of a reporter probably connected the epigram directly with Lincoln."

In the "Complete Works of Abraham Lincoln," Vol. 1, pages 678 and 679, edited by John G. Nicolay and John Hay, there is an extract from an address by Mr. Lincoln at Pittsburgh February 15, 1861, as follows:

"It is often said that the tariff is the specialty of Pennsylvania. Assuming that direct taxation is not to be adopted, the tariff question must be as durable as the Government itself. It is a question of national housekeeping. It is to the Government what replenishing the meal-tub is to the family. Ever-varying circumstances will require frequent modifications as to the amount needed and the sources of supply. So far there is little difference of opinion among the people. It is as to whether, and how far, duties on imports shall be adjusted to favor home production in the home market that controversy begins. One party insists that such adjustment oppresses one class for the advantage of another, while the other party argues that, with all its incidents, in the long run, all classes are benefited. In the Chicago platform there is a plank upon this subject which should be a general law to the incoming Administration. We should do neither more nor less than we gave the people reason to believe we would when they gave us their votes. Permit me, fellow-citizens, to read the tariff plank of the Chicago platform, or rather have it read in your hearing by one who has younger eyes.

"Mr. Lincoln's private secretary then read Section 12 of the Chicago platform, as follows:

"That while providing revenue for the support of the general Government by duties upon imports, sound policy requires such an adjustment of these imports as will encourage the development of the industrial interest of the whole country; and we commend that policy of national exchanges which secures to workingmen liberal wages, to agriculture remunerating prices, to mechanics and manufacturers adequate reward for their skill, labor and enterprise, and to the nation commercial prosperity and independence."

"Mr. Lincoln resumed: 'As with all general propositions, doubtless there will be shades of difference in construing this. I have by no means a thoroughly matured judgment upon this subject, especially as to details; some general ideas are about all. I have long thought it would be to our advantage to produce any necessary article at home which can be made of as good quality and with as little labor at home as abroad, at least by the difference of the carrying from abroad. In such case the carrying is demonstrably a dead loss of labor.'

*Taussig's Free Trade, Tariff and Reciprocity, New York, 1920, page 34-37.

For instance, labor being the true standard of value, is it not plain that if equal labor get a bar of railroad iron out of a mine in England and another out of a mine in Pennsylvania, each can be laid down in a track at home cheaper than they could exchange countries, at least by the carriage? If there be a present cause why one can be both made and carried cheaper in money price than the other can be made without carrying, that cause is an unnatural and injurious one, and ought gradually, if not rapidly, to be removed."

DR. HERTY'S NOMINATION SECONDED.

Central of Georgia Railway Company,
Savannah, Ga., December 18.

Editor Manufacturers Record:

I rise to second the nomination made by you in the MANUFACTURERS RECORD of December 16 of Dr. Charles H. Herty for the office of President of the United States.

We have had less able ones and now could go farther and fare worse.

J. M. MALLORY.

We named Dr. Herty and a number of other Southern business leaders who are worthy of nomination for the Presidency. We await other suggestions or seconds.

SIGNIFICANCE OF \$500,000 MILK PLANT TO BE ESTABLISHED AT MURFREESBORO, TENN.

FURTHER convincing evidence that the South is striding forward in certain profitable branches of agriculture, as well as in manufactures, is seen in the announcement that the Carnation Products Milk Company is to establish a great plant at Murfreesboro, Tenn., to cost approximately \$500,000. This plant, it is understood, will represent only the initial investment of this company in the South, and other plants may be expected to follow.

Interest is added to this announcement by the fact that the main office of the Carnation Company is in far Seattle, Wash., and of its 38 present plants not a few are situated in Canada. Now it turns to the South as a land of promise in both production and market, and the Murfreesboro plant is to be headquarters for the entire South, with other plants scattered through the Southern States. The Murfreesboro plant is to ready for operation about May 1 next.

For long the MANUFACTURERS RECORD has urged the establishment of a great dairy industry throughout the South, not confined to any one company, for the field is sufficiently large and progressive to keep numerous dairy concerns busy throughout the year. For the residents of the South and, above all, for the dairy farmers, the industry not only will produce millions of dollars in trade and profit for itself, but also will give tremendous impetus to a large number of other industries. In Dallas county, Alabama, where the first creamery in that State was established, the farmers receive more than \$350,000 a year in cream checks, to say nothing of the value of the cattle's by-product as a fertilizer for the crops in the fields.

The prosperity which will be promoted by the Carnation Company in its area will not be confined to Rutherford county alone, nor will it find its limitations restricted to Cannon and Wilson and Davidson counties. This prosperity will extend throughout the State and will percolate throughout the South. And the encouragement it will give to other dairy concerns and dairy farmers will be almost beyond computation in dollars.

The South will welcome the Carnation Milk Products Company just as it welcomed the Southern Dairies and the Southern Baking Company and similar great constructive enterprises, which will help the South to keep its food money in its own territory, and also to bring in other income from other sections to which it may ship its products.

THE AMERICAN RED CROSS COMPLETELY REVERSES THE STATEMENTS OF ITS PRESIDENT AS TO FLORIDA.

In a very remarkable statement to the Governor of Florida Henry M. Baker, the relief director for the American Red Cross, in making his final report stated that in handling 147 disasters in other localities he had never received finer support from State, county and city officials than he has in Florida and that the Red Cross has ample funds to complete its program in south Florida. Mr. Baker reported that the receipts for relief work in Florida had amounted to \$3,477,-254.19 and that to date the expenditures have been \$2,128,-957.63, leaving a balance of \$1,348,296.56, which will be sufficient to finish the relief measures in Florida, and, according to Mr. Baker, every cent of it will be spent in Florida.

In his report to the Governor Mr. Baker stated that two of the greatest factors in facilitating the work during the last three months were Florida's wonderful climate and the initiative of its people. "In colder climates," said Mr. Baker, "it would have been necessary to go to considerable expense for barracks and other necessities, which were eliminated in Florida's case." He added that "the Red Cross has been able to accomplish during the last three months in Florida work as much as in eight months at Lorraine, Ohio, and in nine months at Pueblo, Col." This, he said, has been due to the fact that his organization has received from State, county and city officials and the people in general finer co-operation than he had ever seen before.

What a wonderful transformation has taken place in the views of the Red Cross, as thus expressed by Mr. Baker, the disaster relief director who has been in charge of the work in Florida, as compared with the bitter, vindictive, unjustified criticisms of Judge Payne, head of the Red Cross, who attacked the Florida people at the very beginning of the campaign, claiming that they were more interested in hotels and in tourists than in helping the poor, and also expressing the thought that he had never had any idea a governor would be such an idiot as Governor Martin had been! The spleen and venom which Judge Payne thus put forth in the country did the people of Florida a very grave injustice. Judge Payne's statements were without the shadow of a foundation, and they were a serious reflection upon the judgment and accuracy of Judge Payne himself. And now Mr. Baker comes forward, after the work has been done, and with unstinted praise pays tribute to the people of Florida, State, county and city officials included, as having given finer co-operation than he has ever before had in his handling of the 147 disasters in different parts of the country where the work has been under his direction.

The MANUFACTURERS RECORD is thus—out of the mouth of one of the leading officers of the Red Cross—fully vindicated in its criticism of Judge Payne, and yet we imagine that the erroneous and wholly unjustified statements sent broadcast through the Associated Press by Judge Payne reached millions of people who will never see the statement just issued by Mr. Baker and which, through the Associated Press, should have equally as wide a circulation.

Today.

For Yesterday is but a Dream
And Tomorrow is only a Vision,
But Today well lived makes every
Yesterday a Dream of Happiness
And every Tomorrow a Vision of Hope.

Look well, therefore, to This Day.

Author Unknown.

Great Growth of Railroad Traffic South and Expansion of Facilities in Ten Years.

By SAMUEL G. WILMER.

Recently issued data concerning the great growth of traffic directed attention especially to the enormous expansion of railroad business in the South for the last 10 years. Now, covering the lines in the Southern States as far as the statistical compilation of figures permits, the MANUFACTURERS RECORD has received from the Bureau of Railway Economics, Julius H. Parmelee, director, data of the years 1916 and 1925 for the Pocahontas, the Southern and the Southwestern railroad regions, which show that there was an average increase of a fraction more than 40 per cent for the total tonnage of these districts in the 10-year period, this including the railroad territory reaching all the way from the Potomac River across the South to the western border of Texas. These figures apply to total tonnage handled in each region, including both the tons originated therein and the tonnage received from connecting carriers. The detailed data are as follows:

Calendar year	Pocahontas region, tons	Southern region, tons	Southwestern region, tons
1916	97,108,625	201,528,690	127,398,129
1925	127,568,089	296,200,832	176,908,918
Percentage of increase	31.4	47.0	38.9

Average increase shown in the totals of the three regions combined—slightly more than 40 per cent, according to the following: Total for 1916, 426,035,444 tons; total for 1925, 600,677,839 tons; increase, 174,642,395 tons.

Much of the great growth of railroad traffic in the South has been the result of the enormous increase in manufacturing and mining, as shown by our figures for 10 years, as well as the result of the expansion of exports and imports at the different Southern seaports. In the five-year period 1915 to 1919, inclusive, exports through Southern ports showed an annual average of \$1,168,427,000 in value, as compared with \$5,216,216,000 for all United States ports. In 1925 the ports of the South had exports totaling \$1,799,259,482 in value, as compared with \$4,909,395,342 in value for all United States ports. The fact that the total exports of the United States during the five-year period averaged over \$5,216,000,000, but declined to approximately \$4,909,000,000 in 1925, is accounted for by the fact that the first aggregate was accomplished during the World War period, but it also emphasizes the success of the Southern ports, for their exports rose something more than as average of \$1,168,000,000 to more than \$1,799,000,000, an increase of \$630,832,000, or nearly 54 per cent.

The imports through ports of the South also showed large increases. In the period 1915 to 1919 imports in the Southern States averaged annually in value \$220,963,000 and for the United States as a whole \$2,502,877,000, but in 1925 the imports in the South totaled \$488,768,614 and of the entire United States \$4,277,995,091, the increase of imports to the South being \$267,805,000, or over 121 per cent. In fact, they more than doubled in value.

Furthermore, railroad statistics for 1926 so far as they have been compiled at this time show that there is no let-down in the growth of business on the lines in the South. The latest figures from the Bureau of Railway Economics cover the first 10 months of the current year, January to October, inclusive. They are for the Class 1 railroads—those which each have gross operating revenues of \$1,000,000 or more annually—and of these lines in the South it is stated that during the first 10 months of 1926 they had gross op-

erating revenues amounting to \$730,734,724, an increase of more than 4½ per cent as compared with the same period of the next preceding year, and the present high weekly loadings of revenue freight, as well as the increasing passenger travel, indicates that this ratio of increase has been maintained during the closing months of the year.

This great increase of traffic on the railroads in the South during the last 10 years has had a tremendous effect upon their physical structure and their equipment. Costly betterments made by the expenditure of millions upon millions of dollars became absolutely necessary for the general welfare; otherwise the transportation facilities of the South would have collapsed under the strain that is now put upon them. Double tracking, reduction of grades, revision of alignment, construction of cutoffs, etc., have become familiar facts in the yearly records of the lines in the Southern States. Extensions have had to be built, notably those of the Seaboard Air Line Railway to West Palm Beach and Miami and the others of the same system to Fort Myers and Naples; also in Florida, making a total of 440 miles of entirely new lines opened to traffic by one company within two years, the construction being distinguished by its solidity as well as by its rapidity of execution. It established a record for speed and excellence. Moreover, the trains which have been put on these roads are also at the forefront of achievement for completeness and comfort. And the same system has in view 200 more miles of Florida work.

The Atlantic Coast Line has also been busy with improvements. It has long enjoyed the advantages of an extensive system of lines in Florida, but to meet the requirements of the huge passenger business, which now has to be handled in and out of that State, the entire line from Richmond, Va., to Jacksonville, Fla., 680 miles, has been made double track, with the result that passenger schedules have been shortened and travel has also been made safer and more comfortable. Another important work which this company is now completing is the important connecting link from Monticello to Perry, Fla., about 40 miles, which will greatly shorten the time required by western travel to go to or go from the western coast of Florida, because it will be possible for the through trains to and from the west serving that section of the State to avoid the long detour eastward through the Jacksonville terminal.

While on the subject of double tracking, the work of the Florida East Coast Railway must not be overlooked. It has made the line from Jacksonville to Miami all double track for the entire distance of 365 miles, and it has also shortened this route by the construction of the Moultrie cutoff, which eliminates the detour which formerly had to be followed through Palatka by all trains whether they were for express or local service. This company is also extending its Kissimmee Valley division around the eastern side of Lake Okeechobee and it will finally make a second connection with the main line not far from Miami, the first connection being at New Smyrna, about 100 miles south of Jacksonville.

Florida is the great objective for all of the trunk lines in the Southeastern section, and the Central of Georgia Railway has liberally shown its realization of its importance by expending about \$7,000,000 upon the improvement of its main line to and from the West via Birmingham, Ala., and Columbus, Ga. This money cut down grades, straightened crooked line and made much more comfortable and less expensive operation over a route 168 miles long between the two cities.

This will be of the greatest advantage to the system and to that larger railroad system with which it is related, the Illinois Central, whose trains to and from America's principal winter resort will be able to make their runs in shorter time and with much enhanced comfort for passengers.

Still another large expense undertaken for Southern traffic is that of the Illinois Central for the big cutoff from Edgewood, Ill., to Fulton, Ky., 166 miles, which will cost, with its accessories, a total of about \$20,000,000. This will shorten the run between Chicago and New Orleans by 22 miles and will, because of its easier grades and curves as compared with the old route through Cairo, enable much better time to be made for through freight or passenger service.

But there has just been authorized another very important railroad improvement which bears particularly upon Florida development, and that is the Little Creek Terminal, which the Pennsylvania Railroad has ordered begun near Norfolk, Va. The work just approved will cost \$1,500,000, and when it is finished the ferry service now conducted between Cape Charles and Norfolk, Va., will be shortened by 12 miles, so that the steamers conveying passengers and freight will cover a distance of less than 25 miles, as compared with a little more than 36 miles as at present. This is expected to make a new route from New York, Philadelphia and Wilmington, Del., to Norfolk and Florida, as well as to other points in the South, but especially to Florida, as it will cut out the run through Baltimore, Washington and Richmond for travelers who may prefer going South or North, as the case may be, via the Maryland, Delaware and Virginia peninsula, the water trip across Chesapeake Bay being an interesting feature of the journey.

The coming of the St. Louis-San Francisco Railway into Florida to make reality of its old dream of a port on the Gulf of Mexico is another impressive fact brought about by the great development of railroad traffic in the South. The contract for the first section of the connecting line from Aberdeen, Miss., was let the other day, and it will not be long before the rest of the 145-mile line to Kimbrough, Ala., will also be under contract. From Kimbrough to Pensacola the system has the line which it acquired—the former Gulf, Florida and Alabama Railway—143 miles long, which is being rebuilt to a high state of modern efficiency to match the new work which is being built down through Mississippi to meet it and make a through route that will provide a continuous line from Kansas City to Pensacola.

It would not be fitting in this connection to fail to note the fact that the Clinchfield Railroad will soon come into its own and realize the expectations of its original promoters as a short route between the West and the South Atlantic ports. The plans to make the most of this highly important railroad have been stimulated by the traffic growth of the South, and it will not be long before they are expressed in terms of steel, over which long lines of cars laden with coal and other products will pass, the line being open to use not merely for those who control it, but to their competitors if they wish to avail themselves of its advantages.

The Southern Railway also not long ago built an important connecting link between Leadville and Bull's Gap, Tenn., 17 miles, to shorten an important coal route in its system, one which will also be of great advantage to the South and its development.

The electrical equipment of the Virginian Railway over 134 miles of its line from Roanoke, Va., to Mullens, W. Va., at a cost of \$15,000,000, is another great piece of railroad work made necessary to keep up with the needs of transportation in the South. This electrification contract has just been finished this fall and put in use. The outstanding feature of this is the huge electric locomotives which are employed to move the trains. They are thus far the largest electric locomotives in the world, and in this connection it can be stated

that the Virginian Railway has for some years been a leader in the matter of using very large equipment, having been distinguished in the motive-power line for its immense Mallet-type locomotives of the 800 class, and also for the immense steel gondola cars, carrying 120 tons of coal each.

But there has also been a general increase in the size of locomotives and of cars on railroads in the South brought about by the expansion of business. The trunk lines conducting passenger business not only to Florida, but to other States, have increased the capacity of their engines and also the capacity and comfort of their passenger cars for both day and night service, not only the latest patterns of day coaches being used, but the sleeping cars and the parlor and observation cars being likewise of the most up-to-date and popularly approved types.

Enlargement of terminal facilities inland and at seaports has also demanded expenditures of many millions of dollars in the South to handle its greatly enlarged railroad traffic. At Baltimore within the last few years the Baltimore and Ohio Railroad and the Pennsylvania Railroad have built large grain elevators, besides increasing their coal-handling facilities on the waterfront. At Hampton Roads, immediately within the capes of the Chesapeake Bay, many more millions have been liberally disbursed to increase the capacity of its ports for loading coal cargoes into ocean steamships, the Norfolk and Western, the Virginian and the Chesapeake and Ohio railroads being prominent there as coal carriers of magnitude.

Down in Florida there have been other great terminals constructed lately. On the Florida East Coast Railway the Bowden Terminal south of Jacksonville is conspicuous and the other big terminal at Hialeah, adjacent to Miami, is also prominent as an example of what the growth of railroad traffic has brought about. The Atlantic Coast Line's construction of a great terminal near Tampa is another impressive fact of railroad progress. It includes shops to cost \$5,000,000 or more and to employ 2000 men. At Tampa the Seaboard Air Line is increasing the capacity of its terminals, and at Pensacola the St. Louis-San Francisco Railway is enhancing the size of its recently acquired terminal, to be ready for the influx of business that will follow the completion of its 300-mile extension to that port.

At Mobile and at New Orleans other enlargements of terminals are under way or else are proposed, and at points not far from the latter city the Louisville and Nashville Railroad has built two great bridges costing several millions of dollars to make its line safer and of greater capacity. The Illinois Central's large, new terminal expenditures at Paducah, Ky., totaling about \$6,000,000 for shops and other facilities incidental to its growth, constitute another exceedingly impressive feature of recent railroad history in the South. The Southern Railway's great freight yard and engine terminal at John Sevier, Tenn., which cost not much less than \$4,000,000, also stands conspicuous among the evidences of railroad growth in this section.

Other expenditures by the same system at various points on its lines and costing an aggregate of some millions of dollars are eloquent testimony of what the prosperity of late years has meant to the Southern States.

And then there is the work which the Chesapeake and Ohio Railway has done at Clifton Forge, Va., at an expense of more than three and a half millions to improve its facilities at that point, as well as its terminal expenditure of more than \$1,000,000 at Russell, Ky. There is practically not a State in the South which has not witnessed liberal expenditures by the railroads for the advantage of terminals. Down at Houston, Texas, the Southern Pacific has built a waterfront terminal, and at Dallas in the same State nearly two millions were spent to build a belt-line terminal railroad.

The Terminal Railroad Association of St. Louis, Mo., built a yard costing a million and a half, and other large sums have been spent at Alexandria and Shreveport, La., for terminals, not to mention similar expenditures at Dallas, Texas. At Iselin, Tenn., the Mobile and Ohio Railroad expended over a million and a quarter for shop facilities and trackage, and at Winston-Salem, N. C., a fine station, costing over three-quarters of a million, was erected.

While there has been very little railroad construction for several years in either Texas, Arkansas or Oklahoma, much in the way of terminal improvements has been done, and besides the work mentioned at Houston and at Dallas, the Missouri-Kansas-Texas Railway spent more than \$3,000,000 for terminal facilities at Denison, Texas, and at Waco the same company expended about \$1,500,000 for similar work. But the expenditure of over \$7,000,000 for new lines is proposed in the Texas Panhandle, of which \$6,000,000 will be for new lines of the Chicago, Burlington and Quincy Railroad system through its subsidiary, the Fort Worth and Denver South Plains Railway, and over \$1,100,000 for the St. Louis-San Francisco Railway system through its subsidiary, the Quanah, Acme and Pacific Railway. These two very important pieces of work will be undertaken immediately.

Although this is by no means a complete résumé of what terminal improvements have been made within the last few years in the South, it is sufficient to properly indicate the spirit of progress that prevails, the expansion of transportation and the efforts which the railroads have successfully put forth to meet the gratifying new conditions of commerce and industry.

Slate Industry Meets in New York.

The annual meeting of the slate industry, to be held January 18 and 19 at the Commodore Hotel, New York city, promises to be the largest as well as the most interesting gathering of its kind, says a preliminary announcement. The industry embraces those who quarry slate, mill and market or sell it, and also slate roofers and slate setters. Representatives from all those branches of the industry will be present.

During the last five years the value of slate sales has almost doubled. Changes and improvements in quarry methods have made it possible to produce more economically a greater amount of slate for all its uses than ever before. Advantage is being taken of methods successfully used abroad, and with the co-operation of the United States Bureau of Mines the slate industry is trying out some of these methods to facilitate the production of slate.

The annual meeting will open with an address by N. M. Male, president of the National Slate Association; greetings will follow from presidents or executives of the various bodies or allied interests specifying or using slate. Following a buffet lunch, an address will be given by Dr. Robert W. McLaughlin. Then the mass-meeting will break up into groups of each branch of the industry for intensive discussion of their intimate problems. The annual dinner and theater party occur that night.

The conferences close with a joint session of slate roofing contractors and the United Roofing Contractors Association of America, presided over by George E. Moore, president of the latter body. This group will continue in annual convention for two days longer.

\$3,000,000 of Asheville Bonds at Premium.

Asheville, N. C.—Three bond issues aggregating \$3,000,000 have been sold by the City Commissioners of Asheville to the Bankers Security Corporation of Durham, N. C., representing a syndicate, for \$3,065,399. These include \$1,500,000 of school bonds, \$500,000 of water bonds and \$1,000,000 of street-improvement bonds.

BEING AN EDITOR.

One of the Profession Discusses the Subject and Says an Editor Is More Useful Than Governor, Congressman or United States Senator.

[Arthur G. Staples, in Lewiston (Maine) Journal.]

Governor Fuller of Massachusetts wants to run a newspaper and teach a Sunday school when he gets out of politics.

There may be some who will remark that the Governor seeks both bane and antidote, but this remark will be merely a poor attempt at humor. Running a newspaper and teaching a Sunday school are really collateral occupations, and either may be considered "vocation" or "avocation." We could not say which were the more important or more profitable.

An honest editor, imbued with ideals and a preacher of spiritual and inspirational things, has at least a right to some consideration as a teacher. He may not wear his collar back-side-to, but he is likely to be classified in the Heavenly Rotary as "minister" of the typical, or rather type-ical, church. He may even smoke a pipe and preach, though it were better he did not, for regular preachers smoke rarely in the pulpit, though often in the study. Let me not wander, however, from the subject; but let us pause for a moment to ask, Why not smoke a briar pipe in the pulpit, solely in the interest of candor? Surely one would not have secret habits.

We do not understand, however, this abnormal desire on the part of so many people to run newspapers. Up from the bowels of this plant last night, as I was delaying at my desk far into the evening, came the editor of the morning edition.

Down there amid the hurly-burly, the roaring presses, the rattling linotypes, the rolling of form-tables, the calls of the operators, the click of the telegraph, the storm of the make-ready, he sought the quiet of the editorial sanctum of the day editor.

Said he, "Alas! It is not often that anyone calls in over the telephone and asks me why any of my stuff was left out this morning. The usual question is, 'Where were the Duffs?'"

That is one view of it from the inside of the newspaper, yet the man in the office sometimes does not see the forest because of the trees. He does not appreciate his power because he so infrequently uses it consciously.

I fancy that among our readers are thousands who would like to own a newspaper, just for the sake of saying a few things that they have on their minds, or for the sake of satisfying a life-long desire to "get square" with some one that they dislike.

But the newspaper will be Dead Sea fruit, turning to ashes on their lips, if this be their purpose.

A respectable editor creates his ideals far above that. As he grows experienced in his work he begins to see that he manages a public trust. How he manages it may not suit everyone, but if he be a decent person he manages it with frequent prayer for God's guidance.

I would say that no class of persons value probity, personal honor, truth and common-sense more than the publishers of newspapers whom I have met. They have heightened my respect for the human race.

I would not compare them with Sunday school teachers, because very, very many of them DO teach Sunday schools, and then, besides, they teach day schools in every issue. Newspaper publishers believe in the value of their publicity and sell it for what they feel it to be worth. And to make that of value they also are good enough business men to

regard society as a sort of ward, a power that must be kept up to standard, a menage that must be clean and virtuous.

If you will show me a vicious editorial page, an editor that counsels vice, a publisher who wilfully debauches the public mind, I will be obliged; for doubtless he will be driven at once out of the profession. On the other hand, I will show you 2500 daily papers in the United States that are watchmen on the tower, so far as abilities go, seeking always improvement of the town, improvement of the State, betterment of the nation. Some one said that every country newspaper office, daily and weekly, in the United States ought to have a steeple on it, with a bell hung therein. Nobody has said that the editor ought to wear a choker.

Nobody gets more advice than the editor or publisher, and nobody appreciates it more. His business is to give the public what it wants, so long as it is good for it. And in the latter phrase is summed up a good deal of the difference between one newspaper and another. You need to take in at home what is good for you rather than what you want, but will you?

The commonest criticism of a newspaper that publishes the news—which is its primary business—is that it does what is required of it. No newspaper makes a business of “making news.” Occasionally in very dull times it may work up a harmless “special” for variety’s sake, but, on the whole, it is too busy finding room for the “news” that this extraordinary busy world of today makes of its own self.

No newspaper has ever published anything worse than the people have done. News is made for newspapers by folks. It would be most damaging to society to conceal misdeeds. We should be living in a fool’s paradise if we did. “Whited sepulchers” would be as nothing to the newspaper did it follow this pharisaical plan. It would be like whitewashing over a world of filth.

Newspapers are often very wrong—so are all human agencies—but they are also often very much right.

I do not wonder that Governor Fuller wants a good job. We consider that an editor is about a thousand times more useful than a Governor, or Congressman, or a United States Senator, provided he be an honest editor and an idealist in his love for justice. The world is blinded frequently by splendor, as of place, oratory, accomplishment, swimming the channel, winning championships.

The philosophical editor sees these persons come and go. If he lives long and works hard he may obtain a modest recognition, and after all is over find a soft place in some quiet nook, where the grasses may grow over his grave and the daisies bloom each spring. This will be recompense. He has had his fun. He has enjoyed his happiness in the complete harmony of his conscience and his deeds if so be it that he has been true to his ideals.

Protective Tariff for Agriculture and Mining.

“Both mining and agriculture, two industries long opposed to tariff, largely because their products in former years did not receive adequate protection, are now vigorous proponents of a protective policy,” says Herbert Wilson Smith of New York in the December Mining Congress Journal.

“These industries realize that they must have a fundamental protection on their own production and that they must have protected industries and employed workers to whom to sell their metals and foodstuffs,” adds Mr. Smith. “In fact, the majority of the population of the United States is beginning to realize how thoroughly its prosperity is bound up in the principles of protection. The first law passed by the first Congress of the United States in 1789 was a tariff law. Our national industrial and commercial development has been based on protection since.”

MERGER OF SOUTH CAROLINA UTILITIES INVOLVES \$8,000,000.

Properties Acquired by Southeastern Power and Light Company—To Organize Operating Company With \$20,000,000 Capital Stock.

Charleston, S. C.—Stockholders of the Charleston Consolidated Railway and Lighting Company and three affiliated companies have ratified an agreement for merging these properties, which will be known as the South Carolina Power Company, a corporation to be owned and operated by the Southeastern Power and Light Company of New York. The latter company already operates extensive hydro-electric and steam power plants in the Southeast, and by the terms of the agreement, which will involve approximately \$8,000,000, it will acquire the properties of the Charleston Consolidated Railway and Lighting Company, Charleston Railway, Gas and Electric Company, Charleston Consolidated Gas Lighting Company and the Charleston Edison Lighting and Power Company.

The South Carolina Power Company, which is to be organized with an authorized capital stock of \$20,000,000, will only concern itself in its initial activities with the operation of railway, gas and electric service in Charleston and vicinity, but will be open for an extension of activities throughout the State. It expects to take an active lead in the development of industry, and by reason of large hydro-electric developments planned for the Savannah River by the Savannah River Electric Company, another subsidiary of the Southeastern Power and Light Company, it looks for a development in this territory similar to that in Georgia and Alabama, which will involve the construction of numerous power plants and distribution systems.

Governor Lowden “Largest Cotton Grower.”

Austin, Texas, December 24—[Special.]—Former Governor Frank O. Lowden of Illinois is the largest cotton grower in the South, according to Elmon Armstrong of Dallas. Listing Lowden’s land holdings, Mr. Armstrong said:

“Mr. Lowden has under cultivation 5000 acres in Illinois, 27,000 acres in Lincoln county, Arkansas, and also owns 8000 acres in Mississippi and 20,460 acres in the Panhandle of Texas, near Clearwater. I understand that Mr. Lowden is the largest individual cotton grower in the United States. His land holdings, it appears, should be sufficient evidence of his sincere interest in the agricultural question.”

St. Louis to Expend \$13,400,000 in Fiscal Year.

St. Louis, Mo.—A report submitted to Mayor Miller of this city by E. R. Kinsey, president of the Board of Public Service, indicates that expenditures for permanent improvements in St. Louis, handled by its department during the fiscal year of 1926-1927, will exceed \$13,400,000. Most of the city’s improvements are handled by this department, but since bond issue projects were begun some of these have been assigned to other departments.

New \$175,000 Building for Texas College.

Sherman, Texas.—General contract may be awarded in February or March for a new \$175,000 auditorium and administration building here for the Kidd-Key College and Conservatory, for which Clyce & Rolfe of Sherman are preparing plans and specifications. The structure will be T-shaped, 130 by 180 feet, two stories, of brick, concrete and terra cotta, with concrete foundation, the latter to be awarded separately. John Marshall of this city will receive proposals.

Rehabilitation of European Countries Calls for Lower Production Costs and Greater Consumption.

By MAGNUS W. ALEXANDER, President, National Industrial Conference Board.

[The following article is based on observations made by Magnus W. Alexander, president of the National Industrial Conference Board, during a three-month sojourn in Europe. It takes up, among other things, Europe's recently developed enthusiasm on the subject of mass production. Mr. Alexander's conclusions as to the advisability of European industries plunging into quantity production are particularly timely and interesting.—Editor Manufacturers Record.]

Europe's current economic problem is that of underconsumption. Obviously, the immense economic waste incurred through the war lowered the consumption power of her people. But trade and industry were further stunted through the general disorganization of economic life, resulting vagaries of foreign exchanges, widely fluctuating prices and mounting production costs. This situation is aggravated by high tax burdens, which represent, in part, the cost of the war, but, partly, are the result of greatly increased and often unnecessary public expenditures.

It seems, therefore, clear that economic rehabilitation in each European country requires, on the one hand, that the purchasing power of the people, especially of the laboring classes, be materially increased so as to stimulate domestic trade, and, on the other hand, that production costs be lowered sufficiently, without lowering quality, to make an extended foreign trade possible. It requires also that public expenditures be kept at the lowest point compatible with public welfare. If these things are accomplished, and, if in doing so, the purchasing power of wages can be increased by lowering the cost of living and prices generally, that is, by reducing production costs rather than by raising money wages, the national economic power will at once be strengthened at home and abroad.

In every European country which was actively engaged in the World War the bulk of the people are living near the subsistence level; the wage margin over necessary living costs is insufficient to purchase much more than the bare necessities of life or to lay by savings. Extended unemployment in several of the countries intensifies the economic depression by the increased tax burden incurred by unemployment relief, and by the obvious effect of unemployment upon domestic trade generally through the reduced purchasing power of the population as a whole. England, Germany, Czechoslovakia and Austria, as well as Hungary, Jugoslavia, Rumania and Poland, have apparently been unable either to cope effectively with their unemployment problems or to provide adequate earnings for all those who are employed. In Great Britain applicants for unemployment in July, 1926, numbered 1,694,000, and the percentage of unemployment was 14.6 per cent, as against 11.2 per cent in July, 1925, not counting those unemployed in the coal-mining industry during the pending dispute with the operators. In Germany during 1926 the number of wholly unemployed reached its peak in February, when they counted more than 2,000,000. Since then the number of wholly unemployed in Germany gradually but steadily declined to 1,604,000 last June and to about 1,400,000 in August, with a definite tendency downward. In the other countries mentioned unemployment continues unabated, while in some of them it shows a tendency even to increase.

A notable exception is France; whose working people are fully occupied at wages permitting a fair living. This condition, however, is not unusual during a period of inflation such as France is experiencing with the depreciation of her currency, and was likewise observed in Germany when the

mark took its tail-spin drop. France is at present not only enjoying a condition of full employment for her own population, but is also employing many immigrants, among them several hundred thousands from Italy alone. Partly because of this circumstance, Italy is likewise without a serious unemployment problem, although the tendency of late has been toward increasing unemployment, concomitant with a rapidly increasing population which cannot readily be absorbed into the domestic economic life. At the same time the purchasing power of the Italian worker's wage is lower than that of most of the industrial countries of Europe. Nothing is said here of Russia, whose industrial and social conditions are still more a matter of conjecture than of actual knowledge.

A fair picture of the relative economic status of European wage-earners in contrast with the comparatively prosperous status of American workingmen can be obtained by comparing the "real wage" indexes of workers here and abroad, based on statistics of the purchasing power of average wages in different countries in terms of expenditures for food and shelter. The International Labor Office of the League of Nations at Geneva shows the index numbers of "real wages" in representative trades in typical industrial foreign cities, refigured to make the American wage the basic measure, to be as follows:

	July, 1926	July, 1925
Philadelphia	100	100
Ottawa, Canada	89	81
Sydney, Australia	78	77
Copenhagen, Denmark	67	53
Dublin, Irish Free State	65	—
London, England	60	55
Amsterdam, Holland	55	46
Stockholm, Sweden	52	40
Berlin, Germany	40	34
Prague, Czechoslovakia	32	28
Vienna, Austria	30	26
Rome, Italy	28	27
Warsaw, Poland	28	28

The International Labor Office at present does not give figures for Paris, France, but, according to my recent observation of French conditions I would place "real wages" in Paris at a level somewhat better than that in Berlin.

While on the whole there can be noticed a marked improvement in the wage situation in foreign countries as compared with the United States, it is obvious that at existing wage levels the economic status of the workers in most European countries is fairly low. Thus, in comparing, for instance, the case of a mechanic in Vienna or Rome with that of a Philadelphia mechanic, we find that their "real wage," that is, the purchasing power of their earnings spent for food and shelter, is less than one-third that of the American mechanic. It readily suggests that life on a scale reduced by two-thirds from what the Philadelphia worker enjoys must bring the Viennese or Roman wage-earner close to what we call the subsistence level.

It is clear that in order to increase the consumption power of such nations it is necessary (1) to increase the real earnings of their working people so that they may be able to enjoy a decent standard of living, and that (2) they may gradually advance this standard by the purchase of more of the comforts of life and (3) may accumulate substantial

savings. It is equally necessary, however, to increase the income of the entrepreneurs of industry in order that they may have a continued stimulus to revive and develop industry and thereby to give profitable employment to all the people. Obviously, such higher wage earnings and income can, in the long run, be paid only out of greater and more profitable production at a lowered unit cost of production.

While there is much enthusiasm at present in European countries on the subject of lowering production costs by way of mass production, along the lines of American development, it must be clearly borne in mind that Europe's relative scarcity of raw materials, on the one hand, and her relative abundance of labor, on the other, point toward quality rather than quantity production as the most logical policy for the immediate future.

Europe's pressing economic problem, then, is to obtain from its laboring classes increased quality production, which will make possible higher real wages to the workers, as well as increased employment opportunities. At the same time it must be the task of management to increase its efficiency and to improve technical processes with a view to lowering the unit cost of production to a point that will enable the goods produced to move freely in foreign trade despite the numerous tariff walls.

While European leaders recognize the force of this proposition in an increasing degree, they face the dilemma of reconciling the demands of those who want first an increase wage for the workers and those who want first increased production from the workers. It is, however, not fully grasped that mass production, which has played so large a part in American industrial economy, is no more a panacea for all economic ills than is any other means. The vital principle involved is that of reducing unit cost of production. This can be done either by increasing output where materials are readily available and cheaply obtained, or by improving production methods where raw materials are obtained less easily and at greater cost; but in neither case should it be done at the sacrifice of real wages.

In Europe, therefore, where raw materials are far less abundant than in the United States, the problem of economic rehabilitation resolves itself principally into one of efficiency by way of technical improvement and economic processes of production, until the volume of business obtained creates the capital necessary to branch out into production on a much larger scale. Yet strangely little is said in Europe on the subject of increasing productive efficiency with the means on hand, although it cannot be denied that much is being done along these lines by some of the larger concerns. Nor does one hear much of the pressing need of promptly and materially reducing public expenditures, which would, in turn, ease the tax burdens that are now hampering productive effort and are so large a factor in the cost of living.

Too much worship is bestowed in Europe on American mass production and too little consideration is given to the thought that mass production must gradually emerge out of efficient low-cost production, which will create expanding markets at home and abroad to absorb the resulting larger output. Unless the proper relationship, both in time and degree, of the interdependent factors of wage, cost and consumption is fully recognized, there is danger that Europe may launch into mass production too far ahead of correspondingly expanding markets and consumption, and the result might be disastrous. In France, Belgium, Germany and Italy the conviction is gaining ground that a gradually increasing production, accompanied by strict economy in all items of overhead, must be followed closely by gradually increasing values of wage-earnings. Such orderly process of economic rehabilitation in France and other countries facing financial readjustments, however, may bring with it a severe test of their economic structure during the period of financial

stabilization. These countries may then, as Germany did during her deflation period, experience for a time rising prices, declining production and increasing unemployment before their economic life will settle down to a stable condition.

Germany is already on the economic mend and her industrial improvement during the last year has been marked, although she is still suffering from restricted markets. Her well-gearred industrial machine, not impaired by the war, and, in fact, enjoying considerable advantages by that very circumstance, an alert scientific and inventive spirit and a reawakening will to work and to save—these are the chief factors Germany counts on in the race for future economic supremacy in Europe.

Italy is giving a remarkable object-lesson on what "the will to work" can accomplish and how a single man, uncrowned by divine right or traditional prerogative, can command and maintain this spirit. Il Duce, as the Italians prefer to have their Mussolini called, is the miracle man of Europe and his influence and presence can be felt even where he is not seen. The grave and great question for Italy, as I see it, is this: "Is this will to work, this spirit to achieve, going to depart with Mussolini when his hour will have come, or will it survive him, because it will meanwhile have grown so into the fiber of the Italian character as to have become a permanent endowment of the Italian people?" The welfare of Italy is closely tied up with that question.

As for England, her financial statesmanship has to its credit such remarkable achievements since the war as restoring her currency to a gold basis and being the first country to fund the huge war indebtedness. But her economic situation generally, of which the recent general strike and the now collapsed coal strike are significant symptoms, induces apprehensive thoughts. The cost of unemployment relief runs close to \$5,000,000 a week, and the coal strike is estimated to have cost well above a billion dollars. These are financial burdens almost too heavy for any nation to bear for long, but perhaps even greater burdens may arise from the general social and political unrest engendered by such circumstances. It will require wise economic statesmanship, especially on the part of England's employers among themselves and in co-operation with the Government, to hasten England's return to economic stability and thereby to insure maintenance of the country's great political power and prestige.

Scandinavia, Holland and Switzerland, important industrial countries of Europe which did not join the warring nations, enjoyed much prosperity during the war and during the period immediately following it. Of late, however, industries in these countries, with high exchange value and relatively high wages, are being severely hurt by the keen competition of countries with lower exchange values and relatively low wages, such as France, Belgium and Italy, and by the "dumping" of goods from these countries.

In many lands of Europe a strong tendency toward industrial consolidation and even international combination is manifest. The aim of these combinations is partly to effect economies and partly to maintain prices. Germany has perhaps gone farthest in this respect with the gigantic chemical combine and her recently formed steel "kartell" within the country, and with her international steel and iron combination with France, Belgium and Luxemburg that is being consummated. Other countries, particularly England with her coal industry, may have to follow Germany's lead in organizing similar mergers. This combination movement in Europe may well be carefully watched by the United States, for it may foreshadow keen industrial competition with America and may even lead to European economic alliances severely in conflict with American commercial activities abroad as well as at home.

We are apt, however, in considering such possibilities, to

think too much along traditional and too narrow lines, while it is just in this connection that we should look at things in their broadest possible aspect. As for myself, I do not think that greater commercial activity on the part of one nation must be exercised only at the expense of some other nation. We have learned in America that greater production has extended rather than saturated our markets, and there is no good reason why this should not hold true internationally. Greater production and more active commerce on the part of any one nation will increase that nation's economic strength, and with it that nation's consumption power and wants, and will make her a better customer of other nations. Also, vast markets are yet to be developed among the many hundreds of millions of inhabitants of countries where living standards as yet are low and primitive, as in the interior of China, India, South America and Australia. Provided that a reciprocal spirit governs the leaders of industry and commerce and of government on both sides of the ocean, the sooner Europe is restored to prosperity the better it will be for American business and for world trade at large. It follows, by the same token, that the rising industrial and commercial strength of America need not be a menace to European business.

Regional Relations Conference of Utilities Representatives in the Southwest.

Dallas, Texas, December 24—[Special.]—Approximately 200 employees of subsidiaries of the Central and Southwest Utilities Company, San Antonio, embracing all properties in Texas, Arkansas, Oklahoma, Louisiana and Mississippi controlled by the Middle West Utilities Company of Chicago, recently held a regional public relations conference here. This meeting was the fifth and final one conducted by W. S. Vivian of Chicago during the year.

James C. Kennedy of Dallas, vice-president of the Central and Southwest Utilities Company, directed the program, with Mr. Vivian and W. G. Groth of Chicago having charge of various features. Although the conference was devoted largely to public relations, commercial activities of the various companies, especially the merchandizing end, were discussed. The important part women are playing in the development of the utility business was stressed; Miss Sophie Maliki, head of the women's department of the Middle West Utilities Company, made an address. In this connection the fact was brought out that all properties supervised by the Central and Southwest Utilities Company have organized women's committees. The Central Power and Light Company of San Antonio, one of the most important properties of the Central and Southwest company, was the last to organize, Miss Alice Schuetze being the director.

Subjects of importance outside of public relations and merchandizing were discussed by Frank E. Cruesi of Chicago, who indicated that the uniformity of rates throughout the Southwest is a subject to be considered in the immediate future. Mr. Kennedy made a statement that properties under his supervision, in common with all other Middle West holdings, have nothing to conceal and that the cordial relationship with the public is a most valuable asset for any public-service company. Statements of similar purport were made by E. B. Neiswanger, general manager of the Central Power and Light Company; Fred W. Insull of Tulsa, president of the Public Service Company of Oklahoma; George W. Fry, Abilene, of the West Texas Utilities Company, and others.

It was announced that representatives of the Edison Lamp Works, a subsidiary of the General Electric Company, Schenectady, N. Y., will establish and conduct schools during 1927 for the instruction of selected employees of that corporation in order to promote knowledge in the science of better illumination, the courses to be arranged by various executives.

"Stop Bellyaching."

[From Atlanta Constitution.]

In a notable address delivered at the recent dinner of the new "Forward Atlanta" campaign, Jesse H. Neal of New York, an advertising expert of nation-wide reputation, made the statement that he hears it on every hand in the East that the "South is broke," due to the low price of cotton.

He congratulated the South that instead of being broke it is the most prosperous section of the nation today, with potential promises for economic development far in advance of any other section of the nation.

It accentuates the tremendous—wholly ill-advised and inexcusable—harm that has been done to the South by her own people.

Those people of the North and other sections of the country who are not familiar with the South and its business affairs are not voluntarily jumping at conclusions. They spread the news about the South being financially crippled as they get it from Southern people, either through calamity articles that appear in the newspapers or letters or other methods of communication. They cannot appreciate, apparently, that they are doing an incalculable injury to the very section and the very interests from which they, in their business relations, must obtain their support and their success.

There should be no disposition to hide facts. If Georgia, as a whole, was financially depressed, we should look the situation squarely in the face and in an orderly manner attempt to remedy it.

But the very reverse is the truth. Georgia is in a better financial condition today, even with low-price cotton, than she has been since 1920. It is not difficult to prove that statement. The reason for it is the foresight the farmers showed by growing their feed and food crops. The barns, the smokehouses, the haystacks are fuller than they have been in years. The farmers owe infinitely less money than in 1923-24-25. They are gradually working themselves out of the debts that they were forced to make when the post-war depression came in 1920.

Cotton in Georgia is no longer a single crop, nor is it the only money crop. We are the largest marketers of peaches, potatoes, pecans, watermelons, peanuts and of many of the vegetables of any State in the Southeast. We are becoming an important factor in the tobacco-growing industry. We are not dependent upon cotton and no State in the Union makes cotton such a clean surplus.

Then why bellyache? It can only lower morale and cause us to be misunderstood and misjudged in other sections of the country.

Virginia Making Progress in Industry.

Some interesting figures on the industrial progress of Virginia has been issued recently by John Hopkins Hall, Jr., Commissioner of the State Bureau of Labor. Mr. Hall brings out the following facts: That the value of manufactured products turned out in the State for 1925 reached \$561,146,931, an increase of \$72,792,885 over the value of those products in 1924; when the value of building and the products of mines and quarries are added to this total it reaches \$607,392,395. These figures show an increase of nearly 15 per cent in Virginia industries for 1925.

The Richmond Times-Dispatch, commenting editorially on this subject, says, in part:

"This advance in the value of manufactured products does not place Virginia at the head of the list, nor does the rate of increase direct the attention of the nation to Virginia as a boom State. If Virginia maintains this rate of increase from year to year—and there is no reason why it should not—not many years, as the life of a State is measured, will be required to place Virginia among the foremost manufacturing States of America."

The Old South in the New.

THE STORY OF A FARMER WHO IS MAKING OVER 500 BALES OF COTTON ANNUALLY BY APPLYING BUSINESS PRINCIPLES AND MODERN METHODS TO THE OLD PLANTATION SYSTEM.

By P. O. DAVIS, Auburn, Ala.

The old system of producing cotton with negroes and mules on a plantation basis can still be successfully used if business principles and modern methods are applied. It is not as easy as it was before the advent of the boll weevil, but it can be done.

This statement is not based upon theory, but upon actual facts. I make it after seeing that it is true. I have just visited and studied the methods of a cotton farmer who began producing cotton 10 years ago on a rented farm and now owns 2520 acres of good land. He has paid for it all with the exception of a small amount not yet due and which he cannot pay in advance by agreement of the loan.

For the first nine years this man was making cotton he lived, or camped, in a small house; now he lives in a house which is all that man should want. It is a 10-room house with all modern conveniences, including three bathrooms as good as are found in the best city hotels. The furnishings are the most modern. The house plus the furniture cost the owner approximately \$25,000.

The name of this farmer is Byron Trammel, and he lives a few miles from Comer in Barbour county, Alabama. Mr. Trammel has conducted, and is conducting, an enlightening demonstration in cotton production. It is encouraging to every man who is interested in cotton, and especially to those who want to make cotton profitably.

That there is nothing impractical about his methods is shown by the results. He has made the farm pay while he and his tenants have enjoyed it thoroughly. His tenants have made money. Not since 1920 has he had a tenant who failed to pay out in the fall, and many of them have had several hundred dollars to the good. And he pays them in cash promptly when the settlement is made.

Mr. Trammel began farming in 1916 on a farm adjoining that which he now owns. He rented the farm from a bank in Birmingham that had come into possession of it by mortgage foreclosure, the owner having failed to pay out. Mr. Trammel leased it for one year, with the privilege of buying it at a stated figure, which he did at the end of the year.

Late in 1916, when he arrived at the farm which he had

leased, he found the negro tenants in a destitute condition. They had very little food and were without money to buy it. They now have all the food they want and are a happy crowd of negro tenants. Perhaps no plantation life in the old days of cotton was happier than that on the Trammel farm has been since the first year of his ownership.

At the outset he decided on certain fundamental principles which he would follow. One of these was that the negro tenants would be fed and clothed and given a square deal. On the other hand, they were required to stay on the job when needed. When work was not pressing it was under-



THE PLANTATION ENDEAVORS TO RAISE ENOUGH CORN FOR THE LIVESTOCK.

stood that they would have time off for rest and recreation. Another decision was to apply modern information and methods in making cotton.

Mr. Trammel realized that the boll weevil had set up new and difficult problems, and he decided to deal with them with the best intelligence at his command. This he has continued to do. For example, he accepts the recommendations of his experiment station at Auburn on fertilizer, and fertilizes his cotton accordingly. Likewise, he uses the variety of cotton recommended for his section by the experiment station. Fur-



THE WORKERS SHOWN HERE ARE ABOUT ONE-HALF OF THE TOTAL NUMBER OF 250 NEGROES ON THE TRAMMEL FARM.

thermore, he spaces his cotton, leaving it thick in the drill, the method found to be best under boll-weevil conditions.

Along with these, he prepares his land properly before planting and practices frequent shallow cultivation.

Another decision was to stay on the job himself and see that everything was done in the right way at the right time. This he has continued to do. Not long before coming to the farm Mr. Trammel spent a year in New York, where he lived in a first-class hotel and speculated on cotton and stocks. So anxious was he to break himself of this habit that he did not take a daily paper the first year he was on the farm. He isolated himself and spent his time hard at work, recuperating a farm which had failed. In brief, Mr. Trammel decided at the beginning to apply business principles and intelligent methods to the production of cotton just as successful manufacturers apply to their business. He thinks of himself as a manufacturer of raw cotton.

When time came to begin preparing land for Mr. Trammel's first cotton crop, that of 1917, the plows started. They ran from early morning until sun-down, and the land was prepared properly before planting. The seed and fertilizer then went into the ground in the right way, and then the crop was chopped and cultivated by the best methods known.

Realizing the importance of working hard during the production season and resting while work was not pressing, Mr. Trammel adopted a rule that the negroes go to the field and begin plowing before breakfast. Their wives prepared their breakfast and carried it to them in the field. Throughout the day and until night the plows ran, with the exception of an hour out for dinner.

And this is still the rule. Work is done in a systematic and efficient way. Working rules similar to those applied by successful manufacturers are followed. While it is strenuous work from late March until July, there then comes a time for rest and recreation. During the busy season the mules do most of their eating at night. They are kept in good condition for work during the day.

Mr. Trammel and his son Ramond are early risers, too. They are in the field when the plows start, and they keep going during the day. It is their business to see that all are at work, doing the job properly.

The months of July and August are rest months. Cultivation ends early in July and cotton picking begins early in

September. In the interim the negroes do very little work. Likewise, work is light during the time between picking one crop and starting another. Making and harvesting are busy seasons, when no time is wasted.

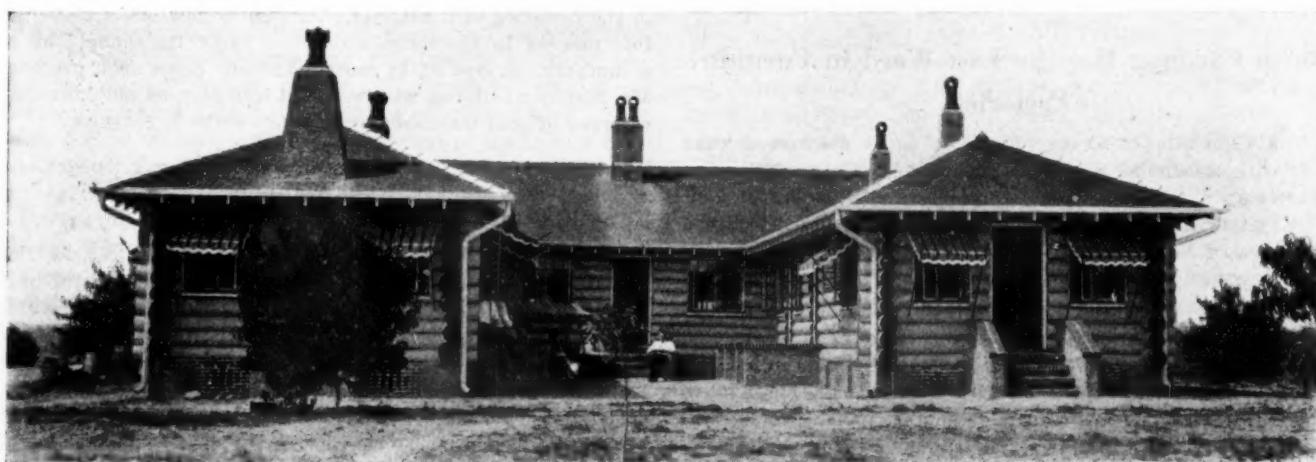
In the beginning it was necessary for Mr. Trammel to furnish fertilizer, mules, machinery and other things, and operate largely on a share basis. Later, as his tenants got in better financial condition, they wanted to rent; he was glad for them to do this, because he wanted them to prosper. Gradually his system of cropping has changed until now it is all on a renting basis. He gets 600 pounds of lint cotton for a one-horse crop of 25 acres. This is approximately 25 pounds of lint cotton per acre, which is very low in view of the fact that the yield frequently averages one-half bale or more per acre. In 1924 and in 1925 the average per plow was 13½ bales. The rule is that the tenant furnish everything, except the land. He owns his stock, machinery and either produces or buys his feed. He buys the fertilizer also.



CULTIVATING COTTON ON THE PLANTATION.

Fertilizer, feed and other supplies, including groceries and clothing, are handled by Mr. Trammel through his commissary, which is run on a low-profit basis. It is open each Saturday. And they are supplied liberally. Knowing that the negro cannot do good work and that he will not be satisfied without enough food and sufficient clothing for himself and family, Mr. Trammel advances all they need. The amount varies from \$500 to \$1000 per plow, and, as above stated, every tenant since 1920 has paid out at the end of the year. The negroes are allowed to buy considerably before the crop begins. They are not cut off when cultivation ends. Hence they do not have to seek "day work" during the summer. They go right on getting their supplies.

On a visit to this farm recently the writer saw and talked with one tenant who had a two-horse crop in 1925 and owed Mr. Trammel \$2800 at the end of the season. This particular



THE NEW TRAMMELL HOME, MADE POSSIBLE BY INTELLIGENT FARM MANAGEMENT.



A VIEW OF THE TRAMMEL COTTON FIELDS IN JULY, 1926.

tenant was an exception. He came to the farm without a dollar and had to buy everything he used. Other expenses ran the total up exceptionally large. However, he paid out, including payment for his stock and plow tools, and had a few hundred dollars to the good when the crop was sold. Another tenant visited owed \$1300 and had over \$900 in cash when the final settlement was made.

Although most of these tenants find it very difficult to save their money, yet a few of them do. Mr. Trammel has found by experience that the old claim that a negro will move if he comes out ahead is an error. While he has had negroes to go away, he has had comparatively little changing. On the other hand, he has a waiting list of applicants who want to get on his farm at the first opportunity.

Mr. Trammel makes no attempt at diversified farming, although he does advise his tenants to plant enough corn and other feed crops and to have a good garden. He has succeeded to some extent in his efforts. However, his chief business is making cotton, just as a manufacturer manufactures a certain product. He specializes in manufacturing raw cotton, and all of his farming is done with this in view. Everything else is subservient to it. His annual production has been exceeding 500 bales.

During all of his farming Mr. Trammel has had the help of his son Ramond while he was not in school. The young man took a course in agriculture at the Alabama Polytechnic Institute, Auburn, and is now applying the lessons he learned. His father is turning over the management to him.

North Carolina Has the Last Word in Furniture Factories.

The Charlotte Observer claims to have discovered "the mill with the invisible propulsion," which is another way of describing a mill with individual electric drive throughout. The factory in question is operated by the Newton Furniture Company of Newton, N. C. John P. Yount, its president, and all his associates and financial backers are local men.

The plant, which represents an investment of about \$300,000, is said to embody the most advanced ideas in design and construction. It is built in four units, the design being calculated to move the product with utmost smoothness from the raw-material stage to the shipping room. It is well lighted and ventilated. Not an inch of floor space is cluttered with waste, all scrap and shavings being piped directly into the furnaces. Not a piece of shafting or belting is to

be seen. Except for winter heating, no fuel is bought, for the waste piped to the furnaces provides heat sufficient to generate all necessary electric power. Lumber is dried by exhaust steam, and boiler-feed water is heated by the steam coming from the kilns. The utmost economy of labor is effected by the use of automatic machinery. As no hands touch the blocks and shavings on their way to the furnaces, so none touch the incoming lumber until it has passed through the drying kilns and is ready for cutting into shapes. The Observer gives John P. Yount credit for the vision and the initiative of the enterprise.

Motor Fuels From Coal.

If the time ever comes when our supplies of natural petroleum prove inadequate to supply the demand for motor fuels, we can turn to certain processes, already partially developed, for the extraction of fuel oils from coal, says A. C. Fieldner, superintendent of the Pittsburgh Experiment Station of the Bureau of Mines, Department of Commerce. Mr. Fieldner, who was detailed by the Bureau to study European methods of obtaining fuel oils from coal by low temperature carbonization, believes the ideal process will be one in which "the fuel yield of primary oils will be extracted from the coal by carbonizing at gradually increasing temperatures to remove all the volatile matter from the coke." Alcohol suitable for motor fuel would then be produced by first carrying the coke through a reaction with water gas and then by heating the resultant carbon monoxide and hydrogen under high pressure in the presence of a catalyst. Alcohol is now being made by this process in Germany under the name "methanol" at a manufacturing cost of 18 cents a gallon. Some such process, Mr. Fieldner believes, will be called into play on our immense reserves of coal whenever price levels make it feasible.

\$400,000 Telephone Plant to Begin Service.

Fort Lauderdale, Fla.—February 26 has been set as the date for putting into service the new \$400,000 facilities provided here by the Southern Bell Telephone Company, Atlanta. This equipment will permit the use of 1800 telephones in Fort Lauderdale. A new telephone exchange is being erected by the Cahow Construction Company of Fort Pierce at a cost of \$85,000, while equipment is being installed at a cost of \$75,000 by the Western Electric Company of New York. Outside cables and underground equipment have been installed at a cost of approximately \$240,000.

Muscle Shoals, the Farmers and the Tennessee River Valley.

A PREDICTION AS TO THE VAST INDUSTRIAL ACTIVITIES WHICH WILL COME THROUGH THE HYDRO-ELECTRIC DEVELOPMENT OF THE TENNESSEE RIVER.

By ELON H. HOOKER.

[Mr. Elon H. Hooker, at a recent dinner in New York, gave his view in regard to how Muscle Shoals should be utilized and a prediction as to the future of the Tennessee River valley as one of the world's greatest industrial centers. Mr. Hooker is president of the Hooker Electrochemical Company of New York and Niagara Falls. He has long been known as a leading authority on hydro-electric developments. He is personally, with his associates, interested in a proposition for the utilization of Muscle Shoals as a center for fertilizer production. His view of the subject must, therefore, be studied in the light of his personal interest in the matter.

Nevertheless, while we do not agree in full with Mr. Hooker's views, we are publishing his speech in order that all possible light may be thrown upon a subject of such transcendent importance to this country.—Editor Manufacturers Record.]

The next century of American progress will be known in history as the hydro-electric age and it will see great changes in our economic life. The country will be threaded with transmission lines, and the farmer will decrease his manual labor with the same current that produces his machinery and his clothes. These changes will not only take place in our daily lives, but also in our industrial topography. One change is already beginning to be felt. This is the shift of our industrial and manufacturing center of gravity from the Atlantic seaboard to the Mississippi Valley. States which were dominantly agricultural 25 years ago are now reckoned as industrial, such as Ohio, Indiana, Illinois and Missouri. Georgia is already demanding a protective tariff, and Alabama is a steel center of great importance. Southern States which were once interested in plantations are demanding power to run manufacturing plants. Gulf ports are looking forward to becoming rivals of New York and Boston, for shifting of markets from Europe to South America and the Orient by way of the Panama Canal is opening up a new industrial map of the world.

This change is now gradual. It will be accelerated, however, by great strides when the power which now lies latent in the Tennessee Valley is harnessed to the transmission lines which will carry it to half a dozen neighboring States. When this is accomplished, a section of the country which has been for generations agricultural will become industrial, and cities will spring up, population will develop and one of the greatest manufacturing centers of the world will occupy this valley and it will become the Ruhr of America.

But will this be wholly a blessing? To answer yes without analyzing the future is to be too hasty. For we are dealing not only with hydro-electric power, but with man-power. We are dealing with population, and population must be fed. Already this question of feeding our cities is a serious one, far more serious than we realize. Nearly 60 per cent of our people are now reckoned as urbanites or suburbanites. They have flocked into the cities from the smaller towns and from the farms. Industry has called them from the insecurity of the farm to the higher wages of the factory and the office. This has complicated our economic problem in two ways. It has taken from the production of the farms the labor needed to produce our food and has increased the great markets for the food thus raised, and it has not returned to the farm the labor required to raise the crops on which our food supply depends.

As a matter of fact, the position of the farmer is not to be envied, and that the farmer realizes this is becoming more and more apparent. He is in a hole and is trying to climb out. Attempts are being made to pull him out, but they are apparently crude and superficial and the discontent grows.

Bonuses have been offered to get him on his feet, but the farmer knows that they are but makeshifts, because one section of the country will be taxed to keep another section alive. The truth is, nothing practical has yet been offered to help the farmer operate his business in an economic manner. The farmer is suffering in pocketbook and morale, and his cries for help are ringing in the ears of Capitol Hill.

The Tennessee Valley offers a concrete example of the social stake in water-power development. Twenty-five years from now Tennessee, Alabama, Mississippi, Louisiana, Arkansas will be filled with factories and factory towns. Their population will be greatly increased. Already the farmer finds difficulty in meeting his demands. His bills are too high for him to pay. He can't get labor, and his raw materials are costing him more than he has the means to pay for. What will he do when he is called upon to supply a growing population with the food to keep it alive if his costs still continue to keep ahead of his earnings? Who will pay the prices his crops should bring if he is to make the profit his capital expenditure justifies? We are interested in that question here in New York.

The Tennessee Valley power is yet latent with one exception. This is Muscle Shoals. Muscle Shoals has been built, and is ready to go to work. For six years Congress has been trying to dispose of it without success. It is all dressed up, with no place to go. Let us examine into this problem, for it is a very important one.

Muscle Shoals has cost to date about \$185,000,000. It was built for two specific purposes: To manufacture nitrogen for explosives in time of war and for cheap fertilizer in time of peace. These were its purposes, and they have not changed since it was begun. Various offers have been made and considered for the operation of Muscle Shoals, from straight Government operation to a sell-out to Henry Ford. None of these offers has been adopted by Congress.

Nitrogen is one of the elements which sustain life. Without it we should die, and all living things would pass away. It is essential to plant life. From the soil each year the farmer uses up 9,000,000,000 tons of nitrogen. By his own labor he returns 5,500,000 tons. The remainder, 3,500,000 tons, is not returned. It is lost and this loss is an annual one and cumulative. The reason it cannot be replaced is because the farmer cannot obtain it. All of the nitrogen the fertilizer industry can supply from commercial sources to meet his deficit is 200,000 tons, which is one-seventeenth of the annual loss. This loss in terms of productive land is equivalent to 118,000,000 acres abandoned annually. No wonder the Department of Commerce declares that unless some source is found to supply this loss in nitrogen the standards of living in America are threatened within the next 10 years! There is a social stake staring us in the face.

But there stands Muscle Shoals, and here is what it seems

to me can be done with it. Muscle Shoals can produce annually 40,000 tons of nitrogen, which can be made into about 2,500,000 tons of ordinary commercial fertilizer. But it can be made into concentrated fertilizer. This type of fertilizer has never been used in this country as it has in Europe, and for obvious reasons. It is fertilizer which contains to the ton about five times the plant food that ordinary fertilizer carries. That is the so-called "2-8-2" of commerce contains now 240 pounds of plant food and the rest filler, whereas concentrated fertilizer contains 1200 pounds of plant food to the ton. This kind of fertilizer can be made at Muscle Shoals, and under proper administration of the plant under modern chemical methods this production can be increased. This is not difficult at all. It is being done in Germany and can be done here.

The marketing of it, however, is difficult, and it is the cost of educating the farmer to its use which has halted the fertilizer industry from producing it. The farmer did not need it, for his lands were naturally rich. So they manufactured a fertilizer which gave him one-fifth the plant food and he was willing to pay freight on the filler. But concentrated fertilizer will do his work for him, save him freight and labor, and can be distributed to him at a price which will save agriculture, it is estimated, around \$30,000,000 a year on the present production of Muscle Shoals. It will just about cut his fertilizer bills in half and lessen his labor costs at the same time.

After all, the production problems of agriculture are essentially identical with those of other forms of manufacturing. The farmer conducts a business in which the lowering of costs will result in an increase in earnings. These costs include labor and raw materials, just like any other industry. But the farmer buys in a retail market and sells in a wholesale market. That is his trouble, and until some way is found to reduce his costs not much can be done for him. And in concentrated fertilizer is found a way to cut that item straight in half.

Several plans have been suggested for the operation of Muscle Shoals. Most of them have had their eyes on the development of the power to the detriment of the fertilizer. Even a division of the plant into a power and a fertilizer unit has been suggested. This would be fatal, but all of such plans overlook a great opportunity which this country possesses in Muscle Shoals. It seems to me that the only way in which Muscle Shoals ought to be used is for the Government to control its ownership and call in for its operation the best talent that can be found to administer it for the production of fertilizer primarily and power secondarily. Private capital will never be willing to supply the funds to educate the farmer to use concentrated fertilizer. It will take too long, but it must be done, for that is the only way out for the farmer and for the country as a whole. The Government can do it, and eventually will have to do it, if it keeps faith with the American people. But the Government cannot operate Muscle Shoals as a business. It has no business to go into the management of business, and that is one reason why it fails when it does go into business. But it can go into a co-operative agreement with capable and experienced operators on a share and share basis, through which the Government can secure its earnings in proportion to the capital which must come from the Government if Muscle Shoals is to deliver on its contract with the taxpayers, and the operators will earn their share through the initiative which only such administration can supply.

If this is done, and it can be done, for men can be found who will be willing to assume the responsibility—and it is no small one—the Government will have done a big thing for agriculture—a practical and effective reduction of its costs of production. Summed up, the situation is this:

Muscle Shoals was dedicated to defense and to the needs

of agriculture, because in both the production of nitrogen is an essential element. The property on which a fortune raised through public taxation was expended is now ready for use. In this plant the nation possesses an opportunity to secure for the farmer, and, therefore, for the people at large, a practical means of reducing the costs of agriculture by supplying it with a cheap and labor-saving form of fertilizer.

It is becoming more and more apparent that the only fertilizer which will actually reduce the farmer's production costs is the concentrated form. To introduce this will require time and a capital investment which at present the fertilizer industry cannot afford. Nevertheless, the urgency of the situation requires that it be done.

This aspect of the Muscle Shoals problem, now so long before the country, should be investigated by Congress and a means be found whereby this property shall be so administered that the Government shall retain its ownership therein and the plant shall be so operated by private initiative that the utmost development shall be secured for the production of nitrogen and for its distribution in the most inexpensive form of fertilizer to the farmer.

In order to accomplish this with the greatest expectation of success the Government must be ready to co-operate by supplying the necessary capital for such purposes, and, in turn, must receive its share of the earnings of the enterprise. If this is done, an entering wedge will have been introduced, and by Government aid in a national necessity the way will have been made clear for the fertilizer industry as a whole to supply a product which is essential to the economic welfare of the country. Here is a water-power which has a social stake in it of no small proportion.

Crop Acreage Increasing in Upper Rio Grande Valley.

El Paso, Texas, December 25—[Special.]—Figures compiled by L. M. Lawton, manager of the Elephant Butte irrigation project, which includes two water-improvement districts of the Upper Rio Grande Valley, indicate that during 1926 a total of 142,000 acres was planted to crops, with a production value of \$7,760,894. Of the total crop acreage 83,000 acres were planted in cotton, of an average yield of three-fourths of a bale to the acre.

The next largest area was planted to alfalfa, there being over 25,000 acres, with an average yield of three and a half tons to the acre. According to the report this shows an increase of about 2500 acres over the previous year, with a slight gain in average yield, but decrease in selling price.

In addition to the two irrigation districts, water is delivered from the Elephant Butte dam and reservoir to additional lands in the Palomas Valley and Hudspeth county. The gross value of crops on these lands this year is reported as \$2,532,470. Statistics show a wide variation in the class of crops and returns. Twenty-seven acres of the project are planted to flowers, which returned a gross value of \$22,085. Nursery stock for the few acres produced \$900 per acre. Over 2500 acres were planted in cantaloupes.

To Begin Work on \$300,000 Resort Hotel.

Birmingham, Ala.—Construction will probably be started about January 1 on the new resort hotel to be erected at Shelby Springs by the Club Yamakita of this city at a cost of \$300,000, including \$50,000 for furnishings and equipment. The building will be three stories and basement, of reinforced concrete and brick construction, with concrete foundation and asphalt shingle and built-up roof. George P. Turner is the architect and engineer and the E. G. Holladay Company, general contractor, both of Birmingham.

How a Banker and a Railroad Co-Operate in Agricultural Development.

By W. H. RAMSEY, Development Agent, Seaboard Air Line Railway.

Fundamentally the South is a land of agricultural possibilities and realities. By virtue of climatic conditions, the fertility of the soil and the topography of the land the South will always be one of the leading sections for raising those agricultural products which are so essential in satisfying the needs of mankind. The development of Southern agriculture has been marked by many periods of economic deflation; the advent of certain insects and plant diseases has shaken the very foundation of some of the staple products of this great industry. The farming population of the South has known the comfort and joy of temporary prosperity and it has also tasted bitter poverty and industrial depression. Closely allied to the agricultural industries are the financial institutions sharing in the periods of prosperity and in the days of adversity.

The South needs new crops. It is believed that in practically every community in the South there is opportunity for improving and increasing such crops. It is necessary, however, for some pioneer citizen to lead the way and to demonstrate that new crops can be made profitable in any given community. When this is done there is usually little difficulty in inducing others to put in these same crops.

For this reason and because of the wide application of the principle involved the writer has chosen the activities of Mills B. Lane of Savannah in actual farm operations to illustrate the point. Bankers such as Mr. Lane, who operate farms, can ordinarily well afford to make experiments in order to demonstrate that new crops can be successfully grown in their respective communities. Mr. Lane is president of the Citizens and Southern Bank of Savannah, the largest banking institution in the Southeast, and operating

branch banks in Atlanta, Augusta, Macon, Valdosta and Athens, Ga. Some years ago he realized that the ultimate success and progress of many Southern investments hinged, directly or indirectly, on the success of the various agricultural industries. He understood the value of the potential wealth and power that lay dormant beneath Southern soil.

In order that he might become more familiar with the problems confronting the people engaged in agricultural pursuits in the section served by his banks, Mr. Lane purchased the Lebanon Plantation in 1916, and since then has operated it with the aim of helping to develop the South's greatest industry. Lebanon Plantation is nine miles out of Savannah and is located between the Ogeechee Highway and the Seaboard Air Line Railway; the total area of this beautiful plantation is 660 acres, a large part of which is under cultivation. In the center of the plantation is a magnificent Colonial type home, which Mr. Lane uses as a summer residence.

He has injected into the management of the plantation the same businesslike methods employed in his banks. When the boll weevil threatened, Mr. Lane had his manager co-operate with the State and Government officials in an effort to find a successful method of control. And over a period of years this farm has been able to produce a good crop of cotton in spite of weevil infestation. The method of control recommended by the United States Department of Agriculture has been followed.

In 1923 the development department of the Seaboard Air Line Railway conducted a campaign with a view of stimulating interest in the Satsuma orange. As a fitting culmination of this campaign in Chatham county, a large group of people



SATSUMA ORANGE TREES IN YARD OF MR. LANE'S LEBANON PLANTATION HOME, SAVANNAH, GA.

from various sections of coastal Georgia gathered at the Lebanon Plantation and saw the planting of 11 acres of Satsumas. This was the first commercial acreage to be planted in this county. The grove is in splendid condition and Mr. Lane has demonstrated, in co-operation with the Seaboard Air Line, that Satsumas can be grown successfully in this section of the State. In the near future it is anticipated that a large acreage will be planted along the coast of Georgia, which seems well adapted to this citrus industry.

Recently the Campbell Soup Company of Camden, N. J., became interested, through the efforts of the development department of the Seaboard, in making an experimental planting of carrots near Savannah. The company uses a large quantity of carrots in the operation of its plant and was anxious to have some farmer in the South experiment to determine the advisability of developing a carrot-growing industry in this section. Seaboard Air Line Railway agricultural experts felt that Chatham county and the Georgia coast could produce this crop at a profit, and again Mr. Lane was willing to utilize his plantation to find whether carrot growing could be made successful here. He made a contract with the Campbell Soup Company and a field of carrots will shortly be planted at the Lebanon Plantation.

Of course, Mr. Lane expects to make money out of this enterprise, but his main interest is to use the plantation to demonstrate the new and diversified farm activities can be brought into southeast Georgia and made successful under Southern farming conditions.

The above experiments and projects are cited as evidence of one man's willingness and effort to help in the development of the section in which he is living. It would indeed be an excellent thing if Southern bankers and other business men would to a greater extent exercise a close interest in farm operations and the agricultural development of their respective communities along new lines.

Cordage and Twine, Jute Goods and Linen Goods.

According to data collected by the Department of Commerce at the biennial census of manufactures, 1925, the establishments engaged primarily in the manufacture of cordage and twine, jute goods and linen goods reported products valued at \$138,759,847. This amount represents an increase of 10.9 per cent, as compared with \$125,094,975 for 1923, and of 37.3 per cent, as compared with \$101,071,441 for 1921.

The total for 1925 was made up as follows: Rope, cable and cordage, 227,671,549 pounds, valued at \$46,015,903; twine, 318,895,317 pounds, valued at \$51,064,867; yarns for sale (principally jute yarns), 97,025,239 pounds, valued at \$19,387,305; linen thread, 2,814,607 pounds, valued at \$4,613,798; woven goods, valued at \$10,655,878, and all other products, including amount received for contract work, \$7,022,096.

In 1925 the cordage and twine industry was represented by 118 establishments, the jute industry by 20 establishments and the linen industry by 18 establishments, making a total of 156 establishments for the group. Of this total 23 were located in New York, 18 in Massachusetts, 18 in Pennsylvania, 14 in Connecticut, 11 in New Jersey, 10 in North Carolina, 7 in Ohio, 6 in Rhode Island, 5 in Kentucky, 4 in Alabama, 4 in Illinois and the remaining 36 in 18 other States. In 1923 this group of industries was represented by 158 establishments, the decrease to 156 being the net result of a loss of 11 establishments and a gain of 8 in the cordage and twine industry, and a loss of 3 establishments and a gain of 4 in the jute industry. Of the 11 establishments lost to the cordage and twine industry 4 had gone out of business prior to 1925, 4 were idle during the entire year and 3 reported commodities other than cordage and twine as their products of

chief value, and were, therefore, transferred to the appropriate industries. The 3 establishments lost to the jute industry had gone out of business prior to 1925.

	1925	1923
Number of establishments.....	156	158
Wage-earners (average number)*.....	24,428	25,304
Maximum month.....	Mar. 25,949	Mar. 26,567
Minimum month.....	Sept. 22,833	Sept. 23,926
Per cent of maximum.....	88.0	90.1
Wages.....	\$22,095,508	\$23,823,220
Cost of materials (including fuel, mill supplies and electric power).....	\$87,516,642	\$72,063,837
Value of products.....	\$138,759,847	\$125,094,975
Value added by manufacturers.....	\$51,243,205	\$53,031,138
Horsepower.....	117,918	106,348

*Not including salaried employees.

Pioneers in the Georgia Peach Industry.

Supplementary to a short sketch of the activities of J. H. Hale of Connecticut on the peach industry in Georgia, as pictured by Miss M. E. Pennington in the MANUFACTURERS RECORD November 25, J. M. Mallory, general industrial agent of the Central of Georgia Railway Company, adds some further details. According to Mr. Mallory, S. H. Rumph was the pioneer "peach man" in Georgia, while Miss Pennington credits Mr. Hale with having interested the Federal Department of Agriculture in pre-cooling peaches for shipment to market.

As the article in the MANUFACTURERS RECORD put it, Mr. Hale, some 30 or 40 years ago, "became interested in peaches in Georgia and planted orchards." Then "when the peaches rotted in transit he invaded the United States Department of Agriculture and demanded help on the subject of refrigerator cars." So "a program of education was taken up by the peach growers and the refrigerator car lines, which resulted in the development of pre-cooling plants in the orchards to prepare the fruit and the building of better cars to take them to market."

In his letter to the MANUFACTURERS RECORD Mr. Mallory says, in part:

"J. H. Hale of South Glastonbury, Conn., was the pioneer of the fruit growers from the North who engaged in growing peaches in Georgia, but S. H. Rumph was shipping peaches from Georgia to New York and other Eastern markets 20 years before Mr. Hale shipped a peach from the State. Mr. Rumph crossed the Chinese Cling and the Crawford in 1881, producing the Elberta. Commercially and scientifically, he is the pioneer and the patriarch of the peach industry in Georgia, which, in a large sense, means the United States.

"Mr. Rumph represented the Third Congressional district at the meeting of the State Horticultural Society in August, 1877, and a part of his report is interesting in this connection: 'Disgusted with cotton, the people are seeking other industries which promise better profits. Great interest is manifested in this district in fruit generally, but especially in the peach. The crop has been abundant this year; in fact, the fruit has been so fine and has commanded such high prices that many have been induced to ship from their private orchards. I sold a very fine seedling on the 24th of July at \$10 per bushel in New York, which was about 16 cents for each peach. I pick the fruit ripe, pack in live moss, putting moss next to the box and between the layers. By shipping ripe I receive from \$3 to \$5.50 more in New York.'

"The first record of peaches being shipped by freight and refrigeration being used was in 1880, when a few shipments moved in stock cars to Savannah and West Point, Va., and from those ports to New York in the 'refrigeration compartments,' as they were styled. There were only two steamers a week. Mr. Rumph prevailed on the Central Railroad in 1882 to equip some box cars with an ice chamber longitudinally through the car, and these were used instead of stock cars to reach the port. The 'Austel' refrigerator car was introduced the same year, and from this the present service evolved.

"Miss Pennington states there was a program of education, which resulted in the development of pre-cooling plants in the orchard. There were experiments with pre-cooling plants, but they were not found practicable and they are not in use, as the article states."

America, Unique in the World's History, Must Avoid Entangling Alliances.*

By GEORGE H. WILLIAMS, recent United States Senator from Missouri.

America started her career on virgin soil. She was the child of the fullness of time. Out of the experiences of the ages of human life she drafted a new political philosophy. She stated a national ethic of the natural equality of all men. She was the only daughter of Freedom. Her fame extended to the ends of the earth, and from her the human race took hope. Her inheritance included all that was good and noble and inspiring of the past. She renounced and disclaimed all kinship with monarch and aristocrat. Her only hereditary stain was slavery.

In 1772 the legislature of Virginia petitioned the British King to stop the slave trade, because it was of "great inhumanity" and was opposed to the "security and happiness" of his constituents, and "would in time have a most destructive influence and endanger their very existence." The King answered that "upon pain of his highest displeasure" the importation of slaves should not be in any respect obstructed.

In 1773 Patrick Henry said: "A serious view of this subject gives a gloomy prospect to future times."

In the same year George Mason said to the Virginia Legislature: "The laws of impartial Providence may avenge our injustice upon our posterity."

In the Continental Congress Jefferson branded the slave trade as piracy; he wrote into the Declaration of Independence that "all men are created equal"; he placed a proviso in the ordinance that dedicated the entire Northwestern territory to the labor of free men; and after vain efforts at measures of emancipation he said: "I tremble for my country when I reflect that God is just and His justice cannot sleep forever."

George Washington proposed that Virginia should abolish slavery by a public act, but all he could do was to bequeath freedom to his own slaves.

Madison opposed the annexation of Texas lest his countrymen fill it with slaves, and he went to his death with the cheerless words that "no satisfactory plan has yet been devised for taking out the stain."

That group of great Virginia sages, statesmen and patriots passed away. The cotton gin had been invented and the labor of the slave became of great profit. The new generation which followed was impatient that the institution of slavery should be regarded as unwise or unjust. They adopted the theory that it was good and not evil. They insisted it was a blessing to the slave and to the master, and they determined to keep it and extend it. The philosophy of man accommodates itself to his desires and purposes.

The new school of the South determined to secure an equality of representation for their states in the United States Senate. New territories were annexed—Louisiana, Florida, Texas and half of Mexico. Then came Missouri and the great struggle over her admission into the Union—the Missouri Compromise—the Kansas-Nebraska Act—the Dred Scott decision—the Republican party—and Abraham Lincoln. New states had entered the Union with alternate regularity as slave and free. Kentucky had offset Vermont; Tennessee—Ohio; Louisiana—Indiana; Mississippi—Illinois; Alabama—Maine; Arkansas and Michigan were in sight. There was, however, no Northern state or free territory ready to enter the Union as an offset to Missouri, and her entrance as a slave state would not only break the routine as it had been

kept up, but also, at no distant time might turn the scales in favor of the slaveholding states.

Missouri knocked at the door for admission into the Union in January, 1818. The fire was kindled which all the waters of the ocean could not extinguish. This generation has forgotten even the echoes of the passion which told the story of the storm which raged over the whole country. The combat raged day by day and from year to year. Every foot of the ground was hotly contested. The Scriptures were invoked to sustain slavery and humanity was invoked to condemn it. The Constitution was analyzed and the Ordinance of 1787 was dissected. The eloquence of the orators on both sides was impassioned. The hostility of the two sections of our country was confirmed and intensified. The opposing sides in the Congress participated in three great struggles before Missouri was admitted into the Union. A struggle for the restriction of slavery was the central theme in our political history during the Nineteenth Century. It culminated in the greatest civil war of human history. All other subjects in our Congressional history had sunk into a place of secondary importance.

The admission of Missouri into the Union involved the merits of the whole controversy. It resulted in the admission of Missouri, with the proviso that slavery should be forever excluded from all the Louisiana Purchase north of 36 degrees and 30 minutes, which was the Southern boundary of Missouri. This is a brief statement of the Missouri Compromise. It was the adjustment of one of the most violent political struggles and was the outcome of one of the ablest, most prolonged and startling debates in the annals of the American Congress. The Fifteenth Congress had left Missouri without authority to organize as a state, and this fact was the occasion for great excitement among our people.

In July, 1820, a Constitutional convention was held at St. Louis, and in a feeling of deep resentment by the members of that convention they inserted a proviso into the Constitution which declared that "it shall be the duty of the General Assembly as soon as may be to pass such laws as may be necessary to prevent free negroes or mulattoes from coming to or settling in this state under any pretext whatsoever." This proviso added fuel to the flames. Missouri finally agreed to the fundamental condition of her admission, and she was admitted by proclamation of the President on August 10, 1821.

The significance of Missouri and the Missouri Compromise in this struggle was the notable change in the Southern mind on the slavery question; it gave evidence of the first clear demarcation between the Northern and Southern sections of our country; and in this controversy we stand at the threshold of the struggle which produced the Civil War. The issue was here defined. Missouri played the most significant part in that great issue, and the Missouri Compromise was the first great incitation point of the drama for which Abraham Lincoln was to be the climax.

Washington and Jefferson and Madison had died despairing of the abolition of slavery. Calhoun died in despair at the growth of freedom, and upon his deathbed he advised the secession of the Southern states. California had determined to be admitted as a free state, and the death struggle for her was followed by an effort on the part of the South to recover what had been lost. In the confidence that they could secure Kansas, they demanded that the line 36-30 be abolished, and that there should be no line established

*Delivered at a Lincoln Day Banquet, Springfield, Mo.

between freedom and slavery. In 1854 the Kansas-Nebraska bill was passed by the Congress. It repealed the Missouri Compromise. The vast regions of the Northwest were opened to slavery.

The conscience of America was again awakened. All efforts to silence the rising voice proved futile. All the good that had been accomplished by the compromises of former years was undone. The strife which Calhoun had foreseen was imminent. The vision at which he had shuddered was soon to be realized. The doctrine of squatter sovereignty as announced by Douglass proved a delusion and a snare. When the South demanded that the Kansas-Nebraska territory be admitted, with the right on the part of the people in those territories to determine whether they should have slavery, the country answered, "Let it be so; let freedom and slavery compete for the territories on equal terms, but let the competition be in a fair field with no favors." The South knew that fair competition meant its defeat. It was necessary that an ally should be found. Successful attempts to destroy a republic are usually found in the co-operation of one of its departments. The South found such an ally in the Supreme Court of the United States. The proposed admissions of Kansas and Nebraska would normally have caused no ripple on waters otherwise untroubled. It was because the Act repealed the Missouri Compromise that the waters were lashed into a fury. This Act was the second great incitation point in the drama of the Nineteenth Century.

Dred Scott was a slave who had been taken by his master from Missouri into free territory, and after several years spent there had been brought back to Missouri. He instituted a suit for his freedom in the Circuit Court of St. Louis, and the case went to the Supreme Court of the United States. The court decided that Scott was not a citizen within the meaning of the Constitution of the United States and had no right, therefore, before the court. The court then volunteered to come to the rescue of the new theory of slavery, and from its decision there lay no appeal but to the bar of humanity. Both Congress and the territorial legislatures were declared to be impotent to prohibit slavery in the national domain. The Chief Justice declared that there are slave races and that the slave is property, and that slave property is entitled to all the protection given by the Constitution to any other class of property. We are not concerned tonight with the soundness of that decision and nothing is further from our purpose than to revive old issues. We are reciting the historical facts which contributed to the development and emergence of one who now belongs to the ages and is honored and loved throughout our land. It was believed in the North that the Dred Scott decision was against the Constitution, against the memory of the nation and against the rights of free labor.

One more step was to be taken. The South resolved to establish a new government, with slavery as its cornerstone. The old Whig party failed to appear in the political contest. Lincoln was a Whig, but joined the new Republican party, which succeeded to the traditions of the Whigs. The statesmen of experience in the country had failed to stem the tide. To whom should the people turn? Could they trust one whose wisdom was as the wisdom of little children?—this child of nature, child of the West, child of America. He told the people: "This Union cannot permanently endure half slave and half free. The Union will not be dissolved, but the United States will cease to be divided."

When he assumed office the states were flying from their orbits and wise men knew not where to find counsel. The Confederate States met and adopted their Constitution. With his head above the clouds, reflecting eternal sunshine, he declared the Union unbroken and perpetual, and said he was undertaking "the simple duty of taking care that the laws be faithfully executed in all the states." He died a tragic

death—a martyr on the altar of Freedom—and how strange and good it is that the story of his wonderful character and life so thoroughly submerges all the circumstances of that death. The political philosophy of Lincoln comes straight from John Marshall. Lincoln was the successor in thought to Marshall.

What is the basic reason in the minds of the American people against alliances with foreign countries? It is not that we shall have no foreign relations, because we always have had, and always must have, such relations. It is not that we desire to be isolated, because in the nature of the organizations and activities of states and of peoples on the earth we never have been, and never can be, isolated. It is futile to talk of isolation or of any desire on our part for it. It is not that we desire not to be an instrument for good among the nations of the earth. We never have had such desire. Our record is good, and not bad. We made Texas free; we gave freedom to Cuba; we returned to China the indemnity in money which we received on account of the Boxer uprising; our gifts to sufferers abroad have been spontaneous and generous; we arranged peace between Russia and Japan; we protected Venezuela from the designs of England; we pronounced the Monroe Doctrine and we built the Panama Canal. No, it is for none of these reasons. What, then, is the reason? The reason is found in our most precious heritage and our most revered tradition. It is something we all understand but rarely express. May I attempt to interpret it?

Lincoln said this is a government of the people, by the people and for the people. There lies the reason. In this country we have the spirit of democracy. In this spirit of democracy there is the feeling of equality. In this feeling of equality there is the consciousness of sovereignty—sovereignty of the people. In this consciousness of the sovereignty of the people a government for the people is worked out by the people—of the people, by the people, for the people. Sovereignty is undivided, unlimited and indivisible power. It exists in every State on earth and must reside somewhere in every State. In America, only, does sovereignty reside in the people. So long as this unlimited power of government is distributed equally among all the people, the people will be free. Whenever this great power resides in an emperor or a king or an oligarchy or a parliament or in any branch or branches of government, the people will not be free. In Japan they have an emperor and the people worship his person, and sovereignty resides in him. We wish the Japanese people were free, even as we are free. We always shall have respect for the international rights of Japan, but we never will so far forget ourselves—forget the genius of our political institutions—forget our history and our traditions—forget Washington, Jefferson, Madison, Webster, Clay and Lincoln—as to make an alliance with Japan in the League of Nations for the stifling of freedom in the hearts and lives of other members of the human race.

Jesus said: "Ye shall know the truth and the truth shall make you free," and we have learned the truth of God in our consideration of the rights of man. Again, He said: "And I, if I be lifted up, will draw all men unto me," and so we say that God has given America to the world as a hope for the aspirations of all the people of the earth and has set her as a watch tower among the nations. If all the people of the earth were free, even as we are free, there would be no occasion for alliances among Governments to enforce peace.

With our hopes and prayers for all the people of the earth, we cannot "undertake to respect and preserve the territorial integrity and *existing political independence* of all the members of the League of Nations," as Article 10 of the Covenant of the League of Nations binds its members to do. Such an alliance would make us false to every article of our political faith.

We believe, also, that we should not enter a Court which

is the creature of such an agreement and which is bound to interpret and apply the provisions of such a contract. We cannot consort, or make common cause, with foreign nations in alliances which admit of equality of political ideals with our own. We cannot accept or tolerate such unions. It would be political debasement which those who love America are not ready to accept, and, under God, will never be.

Have I correctly sensed and stated the basic reason for our desire and purpose to maintain our independence and abstain from entangling alliances? This is part of the creed of the party of Lincoln. Friendly alliances of governments in which some of the people are sovereign and free and some of them are slaves is just as great a fallacy as it was for America to be and continue half slave and half free.

Tampa Industrial Activities.

Tampa, Fla.—Information compiled and classified by the Tampa Board of Trade on recent industrial activities in the Tampa district indicate a steadily advancing business activity.

According to figures of the Tampa Cigar Manufacturers' Association, a total of nearly 52,500,000 cigars were sold during November, the product of Tampa factories, at a price of approximately \$3,552,000.

A preliminary survey made by Francis M. Sack, statistician of the Board of Trade, shows an increase of about 1,500,000 tons in port clearings as compared with clearings for 1925. It is estimated that the port will show a total of 4,698,358 net tons of vessels entering and clearing, with a possibility that the tonnage may reach 5,122,000 tons. Outbound tonnage for November was valued at \$4,759,770, as compared with \$2,323,368 for October, while inbound tonnage for November was valued at \$22,797,560.

Figures show an increase of more than 22,000 in population for 11 months in 1926 as compared with 1925, a gain of 660,760 tons in phosphate shipments during 11 months of 1926 compared with the entire year 1925; increase of \$47,634,244 in the assessed valuation of property; gain of nearly 6000 in the number of electric meters; gain of more than 3000 in gas meters and a gain of 167,463,300 cubic feet in gas consumption. Internal revenue receipts for 11 months amount to \$2,687,511, as against \$4,191,125 for 1925, while bank clearings for 11 months of 1926 amount to \$385,620,913, as against \$461,800,170 for 1925. Building permits for 11 months of 1926 amount to \$15,366,625, as against \$23,418,835 for 1925.

Tampa has a total of 3000 hotel rooms, it is stated: 70 apartment houses, with 20 apartments to each building; 200 with 10 apartments to a building, 100 with five apartments to a building and 200 with two apartments to a building. There are 105 churches, 24 schools, with four new ones under construction, with a school enrollment of 29,136.

Combined shipments of phosphate from Tampa elevators of the Atlantic Coast Line and Seaboard Air Line railroads for November reached a total of 106,477 tons, bringing the total for 11 months to 1,182,599 tons. This tonnage, representing an increase of 25 per cent over shipments for October, was shipped on 29 American and 9 foreign bottoms.

During a flying period of 26 days in November more than 2000 pounds of mail were carried from Tampa, according to H. C. Dennis of Florida Airways, Inc.

400-Bed Government Hospital for Camp Stafford.

In a letter to the MANUFACTURERS RECORD L. H. Tripp, chief of the construction division of the United States Veterans Bureau, Washington, D. C., advises that the Bureau contemplates the erection of a 400-bed tuberculosis hospital on the site of the present hospital at Camp Stafford, near Alexandria, Va. Details of the project are not yet available.

The Difference Between America and Europe, As Seen by Mr. Walker.

By GUY M. WALKER, New York.

It seems to me it is time that some one made an effort to make Europe understand us. Nowhere in the enormous mass of stuff that has been printed on the subject of what we think of Europe or Europe thinks of us has anybody undertaken to show what the attitude of the American people is toward life. No one has apparently thought of the fact that the reason the people of Europe do not understand us is because they do not understand the American philosophy of life, and if the average American has given any thought to the subject of what the European people think of us, it has been with the idea that explanation would be useless, and so why explain. But the truth is the people of Europe do not know why our people are prosperous and contented, and they envy us our wealth and happiness.

Our American people, however, know very well why they are prosperous, but, as I have just said, they do not feel that any explanation would be worth while, and yet the differences between our people on this side of the Atlantic and the people of Great Britain and Europe are due to a profound and fundamental difference in thought and attitude toward life.

In Great Britain and Europe the thought of all people is directed toward finding an intellectual and spiritual compensation for the hardships of existence. If you study the philosophy of Europe from the time of Socrates and Plato down to Bertrand Russell and Henri Bergson you will find that the thought of all English and European philosophers has been directed toward inducing people to endure the discomforts of life rather than to strive to remove them. It hardly seems to have occurred to them that the evils of existence could be alleviated.

In America, for the first time in the history of the race, men undertook to conquer nature with some knowledge of what nature was. Our woods and forests were peopled with Indians, not satyrs or demons. Our mountains were not Olympias on which the gods held court, but sources of water-power. In our country, for the first time, men quit making a Christian virtue of endurance and set to work to relieve themselves of the discomforts of life. Instead of being reconciled to poor living, our people went to work to get for themselves better food, better beds, better homes. And our thought now is directed not how to endure the evils and hardships of life, but how to get more and more of its comforts and pleasures.

In a few instances we have suffered from the ignorance and superstition that followed us from Europe. A few good doses of quinine and castor oil would have saved us from the Salem witch episode. The socialism and bolshevism which recent immigrants from Europe have brought to our shores cannot thrive here in the sunlight of American prosperity and amid our standards of living.

The gloomy Dean Inge of St. Paul's, in a recent interview, declared the trouble in England was that the English people were lazy. His statement is true. The British workman, by refusing to do an honest day's work, is making it almost impossible for the British manufacturer and distributor to compete successfully in the world markets. But worse than this, he is depriving himself of the ordinary comforts of life.

The French people have been indulging in that most expensive luxury, self pity. Instead of sitting around feeling sorry for themselves, they ought to adopt a few labor-saving devices and go to work. There are 3,000,000 foreigners in France today doing work that ought to be done by French people.

The hatred of European people toward our country and

our people is nothing new. It is simply the world-old hatred that the lazy have always had for the workers. It is envy and jealousy that the improvident have always had for the thrifty.

There is nothing mysterious about American prosperity and high standards of living. They are the result of the American desire for comfort and good living, and the willingness of our people to work to attain them.

The English gentleman will spend three months "in town" and then spend nine months in the country without heat, electric light, hot water or bath, enduring all kinds of discomforts trying to make up for the extravagance of his three months in the city, and flatters himself he is the only one who knows how to live. The American, if he goes to a country place, will have there every comfort of the city—electric light, steam heat, hot water, baths, sewerage, sewage disposal, telephone, rural free delivery and almost every other comfort possible in the city. And he will have them all at so moderate a cost it will not occur to him that any sacrifice could possibly be necessary to secure them.

The people of Great Britain and Europe are welcome to any compensation they can get out of their philosophy of laziness or out of their hatred for and jealousy of America.

The American has discovered how little real work is necessary not only to entirely relieve the discomforts of living, but to secure the comforts and luxury of high living. If Europe really wants to know what the American's attitude toward Europe is, it is easy to tell. It is the attitude of the man who enjoys what he has worked for toward those who he knows are too lazy to work as he has worked, but who call him "lucky" because they are unwilling to give him credit for industry.

Let Europe sneer at that!

Black Walnut Trees As an Investment.

According to the United States Department of Agriculture, farmers in the upland and hill sections of the South, the Ohio River basin or the central Mississippi Valley regions will make a good investment by planting a bushel of black walnuts this fall. There are about 1500 nuts in a bushel and they should be planted about two inches deep in waste strips, idle corners and along fence rows. The walnut tree requires good soil and the nut should not be planted in shallow, dry or poor land. If hogs or squirrels are running over the land, the nuts should be buried in a soil pit or kept in a damp cellar until spring and then planted.

Walnut is one of the two finest cabinet woods known to the world, and it is widely known that logs or stumps have a market value of from \$150 to \$200 a thousand feet. The growing of valuable trees as a means of farm improvement has been recognized by farmers throughout the country. The possibilities of the black walnut are unusual, says the Department, as it will yield a good yearly income from the nuts until the tree is ready to harvest.

Clay Products and Non-Clay Refractories, Census 1925.

According to data collected at the census of manufactures taken in 1926, the establishments engaged primarily in the manufacture of clay products and non-clay refractories reported for 1925, a total output valued at \$447,670,009, an increase of 2.7 per cent, as compared with \$436,064,290 for 1924, but a decrease of three-tenths of 1 per cent, as compared with \$448,834,938 for 1923.

The value of clay products and non-clay refractories for 1925 is made up as follows: Brick, tile and other clay products, except pottery, \$314,976,773; pottery, \$112,018,500; non-clay refractories, \$20,364,431. The percentages of increase or decrease which these values represent as compared with

the corresponding figures for 1924 are, respectively, 5 per cent, 5.1 per cent and 12.9 per cent.

The statistics for 1925 presented herewith are preliminary.

CLAY PRODUCTS AND NON-CLAY REFRactories—NUMBER OF ESTABLISHMENTS AND VALUE OF PRODUCTS FOR THE UNITED STATES, 1925, 1924 AND 1923.

	1925	1924	1923
Total value of products	\$447,670,009	\$436,064,290	\$448,834,938
Clay products			
Number of establishments	2,376	2,353	2,287
Value of products	\$426,095,273	\$417,976,669	\$427,764,526
Brick, tile and other clay products, except pottery:			
Number of establishments	2,026	2,023	1,983
Value of products	\$314,976,773	\$299,961,684	\$312,813,459
Per cent of total clay products	73.8	71.8	73.1
Pottery:			
Number of establishments	350	330	304
Value of products	\$112,018,500	\$118,014,985	\$114,951,067
Per cent of total clay products	26.2	28.2	26.9
Non-clay refractories:			
Number of establishments	40	59	59
Value of products	\$20,364,431	\$18,030,621	\$20,694,059
Other non-clay products:			
Value	\$310,305	\$57,000	\$376,353

PRODUCTION COMMON BRICK IN SOUTH, BY STATES.

States	Number of establishments	Production	
		Quantity	Value
Alabama	34	189,176,000	\$1,970,908
Arkansas	13	63,455,000	631,348
Florida	7	21,981,000	243,759
Georgia	17	219,699,000	1,897,512
Kentucky	26	51,186,000	546,584
Louisiana	18	48,430,000	498,261
Maryland	20	105,847,000	1,042,830
Mississippi	25	86,301,000	895,987
Missouri	32	165,043,000	2,397,724
North Carolina	63	230,620,000	2,373,229
Oklahoma	15	56,929,000	486,866
South Carolina	17	109,256,000	1,522,348
Tennessee	33	132,173,000	1,522,348
Texas	51	249,173,000	2,368,026
Virginia	46	215,357,000	2,095,407
West Virginia	17	49,737,000	755,062
Total South	434	1,994,363,000	\$22,365,228
South percentage	34	26	25
United States	1276	7,565,819,000	\$88,607,199

According to the preliminary figures which are available, the South in 1925 produced 1,994,363,000 common brick, valued at \$22,365,000, or 26 per cent of the supply of common brick made in the United States that year. The South is also a large producer of other clay products. Out of a total of 118 plants manufacturing 539,101,000 vitrified brick, valued at \$11,875,000, in 1925, the South, with about one-quarter of the country's vitrified brick plants, produced over 104,000,000 brick, valued at \$2,339,000. There were also more than 112 face-brick plants in the South, which produced 461,000,000 face brick, valued at \$8,341,000. The total number of face-brick plants in the United States in 1925 numbered 421, which manufactured 2,474,690,000 face brick, valued at \$45,427,000.

Other clay products made in the South are not listed by States in the preliminary report.

American Utilities Company Offers \$1,000,000 Bonds.

Fifteen-year 6½ per cent gold debentures in the amount of \$1,000,000 are being offered by the American Utilities Company, Philadelphia, through the agency of Parsley Bros. & Co. and Paul & Co., both of Philadelphia. The American Utilities Company, through its subsidiaries, supplies 53 communities with one or more of the following services: Electric light and power, natural gas, water and ice. These communities are located in Kentucky, Missouri, Arkansas, Louisiana, New Mexico, Oklahoma and Texas. Proceeds from the sale of this issue will provide, in part, for payment of certain properties acquired, or to be acquired, for additions to the physical properties of subsidiaries and for other corporate purposes.

Manufacturers Discuss Labor Problems, Religion and Home Training for the Young.

By J. H. REED, Atlanta, Ga.

[In sending to the Manufacturers Record the following very interesting story, J. H. Reed, the writer, says: "It's a true-story—true in every particular. The point I wanted to bring out is that in spite of all the talk about retrogression, the real business men of the country are studying its problems and applying common-sense methods to their solution as never before. I suppose I have attended fifty conventions in the last three years, yet I have never heard men come out in the open and declare themselves for fair relations with employes, the introduction of religious education in the home and the need of Christian brotherhood in such a manner as these men did. It is significant. It means that while the younger classes seem intent on going to the devil, there is a solid substrata of business men who are doing sober and intelligent thinking along these lines and are going to save the situation in the end."—Editor Manufacturers Record.]

What are the business men of our country thinking about and talking about? Not the politicians or the labor leaders or the smaller fry of the industrial world, but the men who own and manage and control the basic industries.

Not long ago it was my privilege to attend a convention of manufacturers in one of our Southern cities. It was not a big convention, but among the delegates were men who owned and controlled units of one of the section's basic industries, men having under their control hundreds of thousands of dollars' worth of equipment and several hundred employees each. Following an afternoon session of the meeting, a touring car brigade was formed, which went sightseeing about the city.

I found a seat in a car with three other delegates, a purely chance selection, so chance that none of us knew the other three and introductions were in order. Now, ten, or five, or even three years ago, not a serious thought would have been expressed in such a gathering. The delegates, at liberty after a hard day's session, would have told stories or remarked about the points of interest, or perhaps have maintained a discrete and Bostonian politeness. But on this pleasure trip nobody looked at the scenery.

Hardly had the car left the hotel before one of the men started the ball rolling. He prefaced his remarks by saying that he had something on his chest and he wanted to get it off and see what the others thought about it. And what do you suppose the "something" was? Why, he was concerned about the younger boys and girls among his employes.

"Do you know," he said, "I'm worried about them. I had been sort of depending on the boys coming into the plant and working when they were old enough. But they don't want to do it. They would rather hang around the corner drug store or tinker with an old car or do a bit of liquor running for the excitement of it. They don't want to work. They won't stay at any one job long enough to learn it. And the girls are just as bad."

"The whole trouble, as I see it, lies in the fact that our boys and girls receive no religious training in the home. They aren't taught anything at all about the Bible in school. If they go to one of our ultra-modern Sunday schools, they are taught that the Bible is a somewhat vague historical document about which nobody seems to know very much. And their parents are too busy doing other things to pay any attention to religious education in the home. As a matter of fact, they are too busy to give the children education of any kind, or even ordinary discipline, in the home."

"We have got to get away from the modern idea that an hour a week under an indifferent teacher in a nearby Sunday school is sufficient for our children, and go back to religious instruction in the home. And we have got to quit teaching the Bible as history and teach that, if it isn't literally the Word of God, it at least contains the Word of God and is a sufficient guide for our life and conduct. That's the only solution to the problem of youth in the present day."

"These may sound like strange words coming from a hard-

boiled manufacturer who has spent 30 years trying to make a profit between the demands of labor and the prices of competitors, but I tell you I am in dead earnest about it. I've got to have men to replace those who are wearing out in my service. And I've got to have men of character. It is my concern, and your concern, the concern of every manufacturer in this country who employs labor, to see to it that the boys and girls of his employes received thorough grounding in religious education. For that alone will build character."

That started the second delegate. He went off at somewhat of a tangent, to be sure, but what he had to say was very much to the point.

"It's not only that," said he, "not only a lack of religious training in the home that is ruining our younger generation, but it's the failure of parents to set the proper example. A boy can't be taught by precept alone. He has got to be taught by example. He idealizes his father and he wants to grow up into the kind of a man Dad is. Well, what kind of a man is Dad? Does he go to conventions, even as you and I, and wink at plentiful supply of liquor in a nearby room? Does he violate the Prohibition law himself by having a private bootlegger and getting his 'stock' delivered at the office or at home? Does he uphold the law with his right hand while his left pays out money to the support of the elements which are violating it? If he does, I say, if he does, he can have no comeback when his sons come in at 2 o'clock in the morning too drunk to find the keyhole."

"He is encouraging that sort of a thing by setting the wrong example. Young boys and girls are not easily fooled, not nearly so easily fooled as some people suppose. They know very well what is going on around them. And if Dad thinks it is all right for him to have some private stock on hand, they think it is all right for them to have some in the hip pocket. What is sauce for the goose is sauce for the gander."

"But the awful part of it is that disrespect for and violation of the Prohibition law leads to disrespect for and violation of every other law. To youth a law is a law. It makes no gradations of distinction. If one law can be broken, all can be broken with impunity. If one law must be upheld, all laws must be upheld. And that is the way things are."

"I was up in Canada last summer hunting—just to illustrate my point. Now, when you go hunting in Georgia you don't pay any attention to the 'posted' signs. You go ahead and hunt where you want to. Nobody has any respect for the laws protecting game on private property. At least, nobody else does, so why should you? But do you think you could get a Canadian to hunt on posted land? Not on your life! It may be a little law, a little thing. It is, in a way. But note this, the Canadian has been taught as a boy to respect and to obey every law. His father set the example for him by obeying every law. So he sets the example to his children."

"What's the difference? Obedience to the law throughout the province I visited is universal. Nobody thinks of violating the hunting laws. Nobody, save an occasional American

rum runner, thinks of violating the Prohibition laws. Property is protected and life is safeguarded.

"So, I say, the one way out of the mess into which we are drifting lies through our setting the example. We have got to quit having whisky in our homes in plain violation of the Prohibition law. We have got to quit having at conventions whisky that has been purchased at the price of crime. We have not only got to quit having it, we have got to quit thinking at the matter and face the thing in earnest. We have got to either enforce this law or repeal it. And I, for one, am in favor of enforcing it to the limit. But, above all, we have got to realize that we are setting the example to our youth; that we are responsible for the state of affairs into which we are rapidly drifting. We may be able to stop when we have enough. We have acquired some wisdom through our years of business experience. But youth has not this balance. When we point the way, youth plunges recklessly down it, and we blame it for everything when it comes to grief.

"Religious education is all right, and I am for it. We need more spirituality, a higher uplook, a wider outlook on life. But religious education and uplift movements and good works will get us nowhere unless we set the example ourselves."

Strange words? Why, I can remember when a convention was something to get drunk at. A lot of near-business men still have that idea. But the leaders, the thinkers in industry, are turning away from that today. They realize that it sets a bad example; that it means wasted time, wasted energy, wasted money. They realize that it means wasted opportunity—the opportunity to get acquainted with the other fellow and learn more about their business. And more and more business men are cutting out the conventional "wet goods." In a few years it will be a thing of the past.

The third delegate started thinking out loud. He was one of the quiet sort who had been doing a lot more listening than talking. But when he spoke it was right to the point.

"I've been doing a lot of thinking along these lines, too," he admitted. "Take this situation in England. Do you know what the real trouble is? It's love of money. There's no truer saying than that the love of money is the root of all evil, and even at the cost of being hopelessly trite I am going to say it again. The trouble over there is simply that the manufacturer does not want to pay his laborers a living wage. In nine cases out of ten that is the cause of industrial unrest one way or the other. Either the workmen want more money than they deserve or the manufacturer wants more money than he deserves. The proper balance is not struck, and trouble follows.

"Now, what I'm getting at is this: A great deal of our social unrest—our liquor running, our murders and our troubles in general—comes from this inordinate desire for money with which we all seem to be afflicted. The manufacturer is so anxious to get a big profit that he grinds his labor down in the dust. The boy mechanic wants some money quick, so he gets it by the easy route of bootlegging. The shop girl wants money for pretty clothes, so she gets it in other ways.

"I don't say that the trouble is too high a standard of living. I believe that the standard of American living ought to be high. I believe the working classes have a right to a high standard and hopes of attaining a still higher standard. But I believe that their efforts toward this should be led and encouraged in the right direction. Otherwise their efforts will reach out in the wrong direction and all this trouble—this lawlessness, this disregard of person and property—will be continued and grow worse and worse with the coming years.

"Here's where you and I, as manufacturers, come in. We are the logical ones, in many instances the only ones, who can direct this struggle for a higher standard of living in an orderly and an intelligent manner. We must, in the first place, see to it that our workmen receive at least a living

wage. We must not allow our greed or the greed of our stockholders, the desire for money and more money, to overcome our good judgment to the extent of depriving our workers. That is the mistake which the manufacturer down through the ages has made time after time, and it has always cost him his business, his citizenship and the dollars which he struggled so hard to obtain.

"If history has any lesson for the manufacturer, it is this lesson. So, first, the manufacturer should see that his workers as well as his stockholders are provided with the means of maintaining a decent standard of living. It is his safeguard against revolution and his assurance of economic production.

"In the second place, the manufacturer should regard his men not en masse, but as individuals. He should be able to go through his shop and call them all by their first names. A part of each day should be devoted to this sort of work, for the executive that never goes out of his office is sure to be unknown to his men and untrusted by them. And where such a condition exists he can do little for them.

"In the third place, the manufacturer should devote a part of his time to visiting the workers in their homes. It will do him good to enter the parlors of his men and compare them with his own parlor at home. He will, perhaps, understand the cause, the primary cause, of the social unrest that is sweeping the country. He will realize the gap between his standard of living and theirs, recognize their inherent right to climb out across that gap as far as they can; be sympathetic with those efforts and understand the whole situation better for the visits.

"And, in the fourth place, he should encourage and respect the confidence of his men. If he will do this the workers will come to him with their problems, and he can set his influence at work to correct the abuses he finds and direct the efforts of the boys and girls in the right way toward climbing the ladder of success. Which is, after all, the ultimate aim.

"You might almost call this a social program for the manufacturer. It may seem wild and fantastic to some of you who haven't been thinking along this line. But I tell you, nobody is in a position to direct the energy of the workers and their children more than the manufacturer. It is not merely an opportunity; it is a charge, a charge laid to the manufacturer for the maintenance of his labor supply, the development of his business and, in a large measure, the safety of his country. And he must accept it.

"Religious education is a fine thing. So is the effect of example in the home. Yet the manufacturer can do little to encourage either if he holds aloof from his workmen. He must know his workmen in their homes as well as in his shops. Then, and not until then, can be take an active part in the work that lies before us and use his influence for good to counteract the many influences for evil that lie on every side."

Hot air? Not at all. One of those men pays a visit to his local prison every Sunday afternoon in order to do what work he can among the unfortunate men out there. Another is a member of the Juvenile court commission in his home city, where is is thoroughly familiar with the causes leading to crime and the best methods of combating it. And the third is noted for never having a strike at his plant. Why, do you suppose he never had a strike? Read back over his comments on the present-day situation and see if you cannot find the answer. He is simply one manufacturer who has been wise enough to profit by the mistakes of the past and far-sighted enough to look into his future supply of labor.

No. It was not hot air. It was the honest conviction of three manufacturers from as many different states, with the courage to face and speak plainly of the problems with which they were confronted and the character that backs up its words with works. I'll admit I heard only three of the

35-odd delegates attending the meeting. But it offered a fair cross-section of what those men were thinking about and talking about. And if all of the men thought and talked upon a similar plane—well, the world cannot be going to the "demotion bowwows" of Mr. Mantilini, after all.

\$275,000 School Bonds Voted in Florence.

Florence, S. C.—School bonds in the amount of \$275,000 have been voted here by a large majority. The success of the issue assures the erection of a new grammar school in West Florence, improvement of Central school for use as a junior high school, provides for the manual-training department of the high school in a separate building and for additions and improvements to the graded school building for negroes.

Completing New Insurance Building at Oklahoma City.

Construction is near completion on the new building being erected in Oklahoma City by the Mid-Continent Life Insurance Company at a cost of approximately \$325,000; it is to be finished in January. The building is four stories, 100 by 150 feet, fireproof, of reinforced concrete, brick and stone construction. It is located in one of the city's most prominent residential sections and is surrounded by a high type of landscaping. The structure will serve as headquarters for the company's entire field force. Layton, Hicks & Forsyth are the architects and J. H. Frederickson & Co. general contractors, both of Oklahoma City.

Sub-contractors include the following: A. E. Maidt, plastering; James Shaw, stone setting; Makins Lumber Company, sand and gravel; W. J. Pettee Hardware Company, hardware; Wetherbee Electric Company, electric wiring; Hugh L. Turner Sheet Metal Company, exterior waterproofing; Capitol Steel and Iron Company, reinforcing steel; Taylor Marble and Tile Company, marble; Tibbs-Dorsey Manufacturing Company, cabinet work; A. F. Binns, plumbing; York Products Company, refrigerating system, all of Oklahoma City; Indiana Limestone Company, Bloomington, Ind., stone; Universal Products Company, Dallas, Texas, windows, and the Oklahoma City office of the Long-Bell Lumber Co., Kansas City, Mo., cement.

Production of Mattresses and Bed Springs.

Establishments engaged primarily in the manufacture of mattresses and bed springs reported to the Department of Commerce such products made in 1925 to the value of \$98,124,494, together with miscellaneous products valued at \$12,359,429, making a total of \$110,483,923. The value of mattresses and bed springs shows an increase of 4.1 per cent, as compared with \$94,217,396 for 1923, the last preceding census year.

The products of this industry are mattresses filled with hair, cotton, felt, moss or similar material; renovated mattresses, wire springs for use on beds, couches and cots, and cushions and slip-on covers of all kinds other than canvas or tarpaulin.

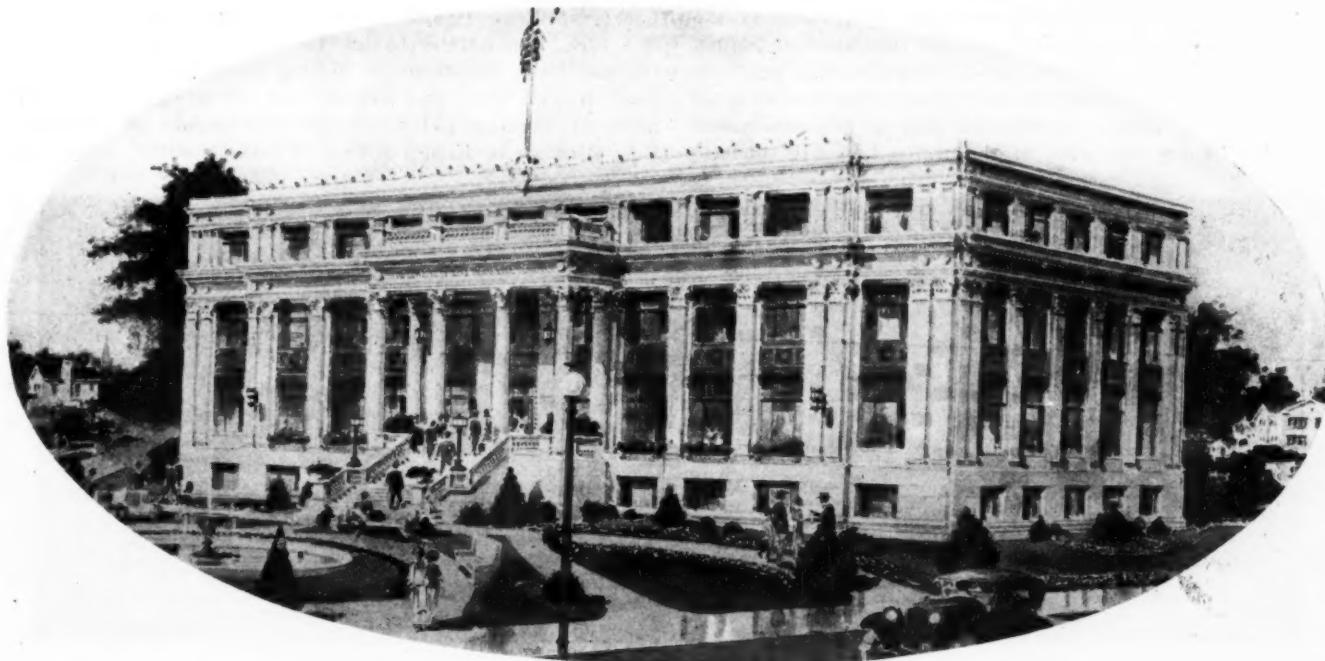
Of the 1017 establishments reporting for 1925 182 were located in New York, 82 in California, 72 in Illinois, 35 in Massachusetts, 60 in Pennsylvania, 58 in Texas, 42 in Ohio, 35 in New Jersey, 34 in Missouri, 24 in Connecticut, 24 in Indiana, 24 in Wisconsin, 22 in Michigan, 18 in Florida, 18 in Georgia, 17 in North Carolina, 17 in Oklahoma, 17 in Virginia, 16 in Maryland, 15 in Minnesota, 14 in Tennessee, 13 in Louisiana, 13 in Oregon, 12 in Alabama, 11 in Iowa, 11 in Kansas, 11 in Washington, 10 in Kentucky and the remaining 80 in 19 other States. About 300 plants are in the South.

	1925	1923
Number of establishments.....	1,017	1,015
Wage-earners (average number)*.....	14,390	14,103
Wages.....	\$17,411,210	\$16,472,666
Cost of materials (including fuel and electric power).....	\$62,307,802	\$61,476,696
Products, total value.....	\$110,483,923	\$107,561,684
Mattresses and bed springs.....	\$98,124,494	\$94,217,396
Other products.....	\$12,359,429	\$13,344,288
Value added by manufacture.....	\$48,176,121	\$46,084,988
Horsepower	32,777	30,324

*Not including salaried employees.

Memphis Sells \$500,000 of Water Bonds.

Memphis, Tenn.—Water bonds in the amount of \$500,000 have been sold by the city of Memphis to the First National Bank of this city at a premium of \$7252. These bonds will bear an interest rate of 4½ per cent, having been authorized by the State legislature two years ago. Since that time the Water Extension Department has borrowed money from other departments for needed construction and plans to repay this money from the sale of the bonds.



NEW \$325,000 LIFE INSURANCE BUILDING, OKLAHOMA CITY, OKLAHOMA.

Lake Charles, Louisiana, Now a Port With 30-Foot Channel to the Sea.

By W. E. LEE, President, Association of Commerce, Lake Charles, La.

With appropriate ceremonies, the city of Lake Charles celebrated on November 30 completion of the new port, which cost \$5,000,000 and which brings to realization a prospect that has actively enlisted the community's interest and support for a number of years. Participating in the celebration was the U. S. S. Cleveland, Capt. John D. Wainwright, with 17 officers and 380 marine in the crew, the vessel remaining in port three days. Among hundreds of distinguished guests were O. H. Simpson, Governor of Louisiana; Major Malcolm Elliott, District Engineer, U. S. A.; Col. W. P. Wooten, rep-

with the Calcasieu River, which is from 400 to 600 feet wide and 30 to 50 feet deep. A turning basin at the docks is 600 feet by 1600 feet and 35 feet deep. Vessels coming to the port will enter Sabine Pass. The distance from the Gulf of Mexico to Lake Charles harbor is approximately 75 miles.

Docks and warehouses are of modern construction, the first unit of the former being 800 feet long, 110 feet wide, with two shipside railroad tracks, two steel and sheet-iron transit sheds, 70 by 300 feet each, with all modern facilities for handling cargo. On the land side of the sheds a depressed railroad track has been constructed, facilitating unloading cargo in and out at car-floor level. A terminal railroad connects with five railway lines radiating from Lake Charles to all parts of the country, draining a large and fertile field. The new port is in the heart of the country's greatest rice belt. Two hundred thousand tons are available of this staple alone for foreign and coastwise shipping, offering appreciable reductions in freight cost. Lake Charles boasts the largest rice mill in the world.

Channel work has been done under the supervision of Fred Shutts, parish engineer, the funds for this work having been raised by a bond issue and expended under the supervision of H. G. Chalkley, president of the Calcasieu Parish Police Jury. Elmer Shutts is engineer for the Harbor and Terminal District and was in direct charge of construction work of the docks and warehouses, which was done at a cost of \$500,000.

The harbor is under the supervision of the Board of Commissioners of the Lake Charles Harbor and Terminal District. Guy Beatty, president of the American Press Company, is president of the board, other members being W. P. Weber, vice-president; E. R. Kaufman, secretary; Rudolph Krause, treasurer; Frank Roberts, and H. J. Luhn, director of the port.

In connection with the port and its facilities, the following contracts were awarded: Railroad embankment, Fred G. Locke of Lake Charles; wharves, docks and warehouse structure, Banta-Mutersbaugh, Inc., of Lake Charles; material for docks was furnished by the Long-Bell Lumber Company, Kansas City, Mo., and included all pilings and treated material; decking, Industrial Lumber Company of Elizabeth, La.; steel sheds, Knapp & East of Lake Charles; structural



THE U. S. S. CLEVELAND—IN BACKGROUND TWO VESSELS TAKING ON RICE CARGOES.

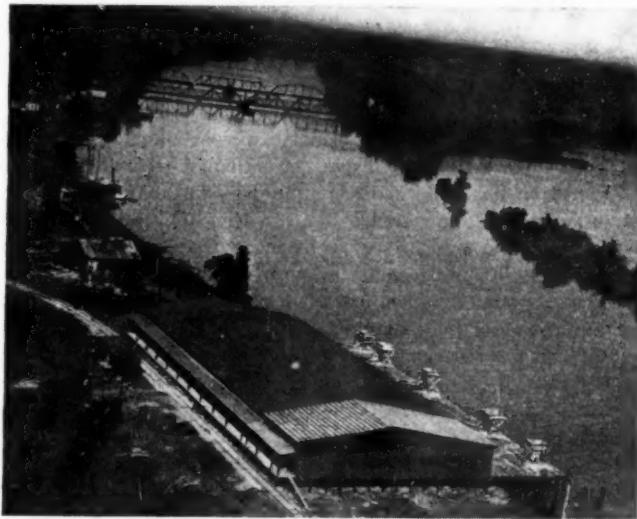
resenting Gen. Edgar Jadwin, Chief of Engineers, U. S. A.; Joseph F. Leopold, representing the United States Chamber of Commerce, beside State officials, mayors of various cities, railroad and steamship officials.

While the United States Government co-operated in the work and paid a small part of the cost, the principal burden was assumed by taxpayers of Calcasieu parish and the money was raised through a bond issue. The new channel is 30 feet deep, with a width of 125 feet on the bottom and from 200 to 260 feet wide at the water line. It connects



Left—FIRST UNIT OF NEW CELLULOSE PLANT OF MASSASOIT MANUFACTURING COMPANY. Right—PLANT OF LAKE CHARLES RICE MILLING COMPANY, LARGEST RICE MILL IN THE WORLD, DAILY CAPACITY 5200 BARRELS.

steel, Houston (Texas) Structural Steel Company, which fabricated and erected it; sheeting was furnished and put on by Blattman-Weisser of New Orleans, the material being of Armeo ingot iron; roof, Johns-Manville Company, New York; deep well, Layne-Louisiana Company of Lake Charles; pump equipment, L. S. Valley & Co. of Houston and New Orleans, the equipment consisting of one Dayton-Dowd 1000-gallon-per-minute centrifugal pump and one 500-gallon-per-minute centrifugal pump, the big fire pump to be motor driven and also gas-engine driven. Power will be furnished by special power line of the Gulf States Utilities Company, which is now under construction; railroad was built by the Dock Board, which purchased steel ties and did the work



NEW PLANT OF KELLY-WERBER FERTILIZER COMPANY,
LAKE CHARLES.

with its own labor. An office-building contract was let to Knapp & East; a 50,000-gallon elevated steel tank to the Pittsburgh-Des Moines Steel Company of Des Moines, Iowa; gravel for railroad ballast and for road surfacing was purchased from the Rapides Gravel Company of Alexandria, the Pelican Gravel Company of LeCompte and the Gifford Gravel Company of Forest Hill, La.

While the official opening of the port was set for November 30, vessels have been sailing to and from the port of Lake Charles for many months. The first ship to enter was the steamship Sewells Point, a 9000-ton freighter, arriving here on April 2, 1926, with a cargo of canned goods and other merchandise. More than 150 ocean-going oil tankers and oil barges of two big oil companies have been taking cargoes of crude petroleum, produced in the Lake Charles oil fields, to plants elsewhere for refining and reshipment to all parts of the world.

During the month of November six ocean-going vessels have been in the port, either to discharge or to take cargo for distant points. The United States Shipping Board vessel Oaksprings lifted a cargo of rice for Rotterdam, Europe; the United States steamship Quincy discharged cargo, while the steamships Southlands, Genevieve Lykes and Lake Benton took cargoes of rice for Porto Rico.

Lake Charles is a city of 20,000 population, in southwest Louisiana, approximately 35 miles from the Gulf of Mexico. It is geographically situated to serve American trade with the West Indies and Central and South American ports, and should prove a valuable factor in the expansion of the foreign trade of the United States.

The use to which the deep-sea channel has already been put gives assurance that future developments will make Lake Charles a recognized shipping, commercial and industrial center.

The Thing That Concerns the Commissioners of Agriculture of New Hampshire and of Vermont.

Department of Agriculture and Immigration,
State of Louisiana.

Baton Rouge, December 21.

Editor Manufacturers Record:

I have just read with much pleasure and great interest your reply to the open letter written you by Messrs. A. L. Felker, Commissioner of Agriculture of New Hampshire, and E. H. Jones, Commissioner of Vermont. Your letter to these two badly informed officials is certainly a masterpiece, and I am sure you have given them something to think about for a long time.

I am afraid these two gentlemen are not so much concerned about cheap fertilizer for the farmers as they are about the removal of the textile and other industries from the New England States.

In my humble opinion, with the development of Muscle Shoals and other water-power, which is so plentiful in the South, with our splendid climate and other favorable conditions, 90 per cent of the textile mills, furniture factories, etc., will be located in the South before 1940.

I consider you and your splendid publication the best friends the South has today. I want to thank you and congratulate you on your splendid answer to the Commissioners of New Hampshire and Vermont.

HARRY D. WILSON, Commissioner.

Wealth Production of Arkansas Greatest in State's History.

Arkansas is one of the great cotton-producing States of the South, averaging over 1,500,000 bales of cotton a year. And yet, in spite of the depression in cotton price prevailing, because of the record crop grown throughout the South, Arkansas in 1926 had one of the best years in the life of the State from the standpoint of wealth production, according to the General Extension Service Bulletin of the University of Arkansas. An outline of the business activities of Arkansas is given in the following excerpts from the Bulletin:

The physical volume of production of agriculture in 1926 was never equaled in any year in the history of the State, except when it was only slightly greater in 1920. There was an increase in the volume of production of every farm crop in the State, except cotton and apples.

In manufacturing industries there were more people employed in Arkansas in 1926 than in any previous year. Wages were about the same in 1926 as they were in the preceding year.

Taking all the industries of Arkansas into consideration, the physical volume of production exceeded that of 1925. From Arkansas' minerals, including coal, bauxite, petroleum and gas, the volume of production was about the same as in 1925, which was a record year in both output and value. While petroleum will likely show a slight decrease in volume in 1926 as compared with 1925, the price was better in 1926, and will probably more than offset the loss in volume.

There are other sources of wealth not accounted for in considering only agriculture, manufacture and mining. These are wages and salaries in construction industry, wages and salaries in transportation agencies, telephone construction and maintenance, mercantile industry, Government and other unclassified industries. It is probable that the number of employes in these various lines increased over 1925.

In concluding the discussion of the estimated wealth production of Arkansas, it is said that:

"The year 1926, from the standpoint of agriculture and those engaged in it, is characterized by one of large volume of production with prices less than anticipated, resulting in a

somewhat decreased buying power on the part of the individual farmer, with the ability of the industry as a whole to purchase the services and goods of others about on the par with 1925. The present decreased buying power of the individual farmer should mean the application of more intelligent thought to the preparation and organization of his farm business for the coming year. It is not a year for radical changes or for accepting ready-made panaceas. The lifetime experience of a farmer, plus the application of intelligent thought in terms of present-day conditions, is worth more to the individual farmer in solving his problems than all the programs to which others fit him."

ESTIMATED PRODUCTION OF WEALTH IN 1926 IN ARKANSAS.

Product.	1926 production	1926 price	1926 value
Corn (bushels).....	37,663,000	\$.92	\$34,649,960
Oats (bushels).....	5,508,000	.56	3,084,480
Potatoes (bushels).....	1,916,000	1.53	2,931,480
Sweet potatoes (bushels).....	3,375,000	.90	3,037,500
Sorghum for syrup (gallons).....	3,106,000	.90	2,795,400
Rice (bushels).....	8,552,000	1.20	10,262,400
Peanuts (pounds).....	7,293,000	.03	218,790
Hay, tame (tons).....	591,000	14.70	8,687,700
Alfalfa (tons).....	85,000	21.70	1,844,500
Apples (bushels).....	3,455,000	.90	3,100,500
Peaches (bushels).....	2,405,000	1.40	3,367,000
Grapes (tons).....	12,880	50.00	644,000
Strawberries (crates).....	683,284	4.00	2,733,136
Cantaloupes (crates).....	705,000	1.10	775,500
Cotton (bales).....	1,550,000	55.00	85,250,000
Cottonseed (tons).....	750,000	20.00	15,000,000
Livestock and livestock products.....	....	....	*31,782,000
All other crops, including truck and garden.....	....	....	20,982,531
Total agricultural products.....	....	....	231,155,877
Manufactured products.....	....	....	+193,525,096
Minerals.....	....	....	+67,500,000
Total.....	....	....	492,180,973
Per cent decrease from 1925 to 1926 .....	....	....	5.9

*Estimated on basis of shipments and data obtained from important dealers.

†Estimated from severance tax returns and information obtained from leading industries.

New Managing Director of the Associated Business Papers, Inc.

From J. H. Bragdon, treasurer of the Textile World, and newly elected president of the Associated Business Papers, which comprise a membership of about 120 business publications of the United States and Canada, comes the news that Frederick M. Feikler has been appointed by the executive committee of the A. B. P. to take up the work heretofore done by Jesse H. Neal.

Mr. Neal departs from the executive offices in New York city on January 1, 1927, and will take a much needed rest, a six-month Mediterranean trip. After 11 years of arduous, intelligent, constructive and effective work as executive secretary of the Association, Mr. Neal is entitled to a good rest, and his friends wish him bon voyage, and hope he will return renewed in vigor and abounding health and strength.

Mr. Feikler brings to the work of the Association long experience in publication work and contact with institutional, business and Governmental activities. He is a graduate of the Worcester Polytechnic Institute, and his first job was "technical journalist" for the General Electric Company. He was then appointed editor of the Electrical World and in 1921 was associated with Hon. Herbert Hoover as assistant to the Secretary of Commerce in the reorganization of that Governmental department. In 1923 he became operating vice-president of the Society for Electrical Development, and he now gives up this work to become managing director of the Associated Business Papers, Inc., with offices, after January 1, at 52 Vanderbilt avenue, New York city.

The National Association of Railroad and Utilities Commissioners, which met this year at Asheville, N. C., will hold its convention in 1927 at Dallas, Texas, during the third week of October.

Mining Industry Prosperous in 1926.

"With the exception of the gold and silver industries, mining may be said to be prosperous," says Dr. Henry Mace Payne, consulting engineer to the American Mining Congress, in a review of the mining industry for 1926 in the December Mining Congress Journal.

Dr. Payne says that should there be a shutdown of union bituminous mines on April 1, when the present wage agreement expires, the non-union mines can produce between 8,000,000 and 8,500,000 tons of coal a week, against a weekly demand of 10,500,000 tons, with from 55,000,000 to 60,000,000 tons to draw from storage. Discussing the export coal situation, he says the English coal strike caused ocean-freight rates to advance \$7 per ton. "This appears to be a foolish policy," he says, "since the \$7 margin would have put American coal into many new ports and enabled us to bunker many vessels now using foreign coal."

Discussing conditions in American coal fields, Dr. Payne says: "Western coal fields are practically all working on a co-operative basis or modified unionism. Alabama producers have a good selling organization. In Kentucky and Tennessee operators are paying 5 per cent more than the union wage scale. The State licensing law of Illinois has served to prevent any but union mines from operating. Western Pennsylvania, once strongly union, is now largely non-union."

Referring to the copper industry, Dr. Payne says 250,000,000 pounds of copper have been used by the automobile industry in 1926, while 20,000,000 pounds have been used by the radio industry.

After a seven-year shutdown operators in Clay and Coosa counties, Alabama, are again producing graphite, which, Dr. Payne says, "marks a distinct advance in non-metallic operation in the South."

Dr. Payne says taxation has been a serious question to petroleum producers, who in some States must pay not only ad valorem taxes, but special severance and gasoline taxes as well. He notes that transportation rates are favorable to oil distribution, and that a new refinery can easily upset an established market. According to Dr. Payne, "Government requirements that Indian land be divided into small units for drilling lead to competition and wasteful duplication."

"The greatest problems before the mining industry in 1927 will be taxation, the Government land situation in the West, increased mechanization of mines, standardization of equipment, the silver situation, development of oil shale and industrial relations, particularly in coal mining," concludes Dr. Payne.

Tenny Heads Bureau of Agricultural Economics.

Lloyd S. Tenny has been appointed chief of the Bureau of Agricultural Economics. He has been acting chief of the Bureau for the last six months, and has been with the Department of Agriculture since 1902, except for the period 1910-1921, when he was engaged in fruit-marketing work in Florida and New York.

Mr. Tenny's former work with the Department had to do with marketing problems, and as assistant chief he has been in charge of service and regulatory work on marketing. He is a native of New York State, having been born on a farm near Rochester.

Names Wanted of Textile-Machinery People.

The Florida Fiber Association, Fort Myer, Fla., asks the MANUFACTURERS RECORD for the names of manufacturers of spinning and weaving machinery, which they desire to secure in connection "with some research work we are doing, looking toward the industrial possibilities of south Florida."

NEWS AND VIEWS FROM OUR READERS

[Publication in this department of letters from our readers does not mean that we either approve or disapprove the views expressed. We believe in a full and frank discussion of the mighty questions of the hour, for only in this way can the truth be found. Therefore, we often publish letters with which we do not agree.—Editor Manufacturers Record.]

Impressive Object-Lesson by Lloyd George.

By S. D. PANTON, Big Creek, Cal.

The following is from one of Lloyd George's syndicated articles appearing in Western newspapers some months ago:

"It is a constant source of puzzlement to understand why an intelligent and resourceful people like the French should experience all this difficulty over their currency whilst their next-door neighbor, across the channel, has so completely established the credit of her coin.

"In many ways the British had a harder task confronting them. Great Britain has never recovered more than 80 per cent of her pre-war trade. France has secured the whole of its trade and captured another 10 per cent in addition. Britain has staggered under the burden of unemployment of 1,000,000 and more. France finds full employment for the whole of her workers and as many more as care to enter her labor markets from other lands. Britain, since the war, has had strikes, lock-outs and stoppages on an unprecedented scale. French workmen, in appearance and in reality, according to all accounts, have been working well and steadily. Everybody in France seems to be working hard and well; as hard and better than ever.

"The equipment of industry is better than ever it was, and the organization is better for production and sale—the results all around are therefore better. French trade was never so good or so profitable. That certainly is not true of British trade. And yet the sovereign stands as high as ever it did in international trade."

It is to laugh. Yet, Lloyd George seems quite serious and oblivious to the humor in his demonstration of the success of the franc and the failure of the sovereign. And his wonder that the intelligent French don't choose to destroy their country, bringing ruin and misery upon their people by following the stupid British crime of monetary contraction. It is hard to believe him ignorant of the direct cause of England's troubles, where the highest prosperity since 1817 prevailed after the war until drastic contraction of money, in the process of forcing the sovereign to par in New York, began its work of ruin and disaster. From the beginning of the contraction conspiracy many able and prominent men, including Arthur Kitson, from the platform and in print, forecast the inevitable disasters to ensue from contraction preparatory to adoption of the gold standard. Their predictions, as always, were verified by the results. The predictions of advantages to come from adoption of the gold standard were, as always, proved absolutely false.

During the full circulation of Treasury notes, when New York discounted the sovereign to from \$3.50 to \$4, British manufacturers were deluged with foreign orders, largely from the United States, because the discount operated as a subsidy to purchases of British products. Every available man, woman and boy was employed at good wages; charitable stations in the city slums were abandoned because no longer needed, the former patrons thereof having been put to work and enabled to hold up their heads in their consciousness of being useful members of society. But when, through monetary contraction, British exchange began climbing toward gold parity, the unfilled foreign orders were cancelled, export trade shriveled, factories closed and the only progress was increase of unemployment. Then those re-

sponsible for the collapse held it necessary, to save foreign trade, that production costs, especially wages, should be reduced.

Arthur Kitson wrote me two years ago that on the chance of gaining 100,000,000 pounds of foreign trade, wages had been reduced by £650,000,000, saying: "Think of the stupidity of destroying £650,000,000 of internal trade in a futile attempt to gain £100,000,000 of foreign trade, for wages constitute the bulk of the home market."

Lloyd George actually wonders why the intelligent French Government does not follow the British example in perpetrating such a stupid outrage upon the nation. Probably the French understand that money is the machine of trade and that its purpose is to maintain the highest efficiency and prosperity of the people at large, and that it would be just as reasonable to expect a factory to maintain full production after half the machinery was taken out as to expect a nation to remain busy and prosperous after half of the "vitalizing force of industry"—the medium of exchange—had been retired and destroyed. They know the best money to be that sufficiently abundant and cheap to maintain a high purchasing power at home and to command foreign markets, and the worst money to be, like the sovereign, so scarce and dear as to destroy foreign demand and domestic purchasing power, with unfailing stagnation, ruin, unemployment and unlimited social misery.

Let anyone designate a country in Europe that has been induced or compelled to adopt the gold standard with concurrent contraction that has not in some degree suffered similar disaster. Compare the condition of their people with those of France, Belgium and Italy.

Although Britain controls about two-thirds of the world's gold product, France draws more gold from her favorable trade balance than Britain does from her mines. At the end of 1924 France had \$710,394,000 gold, and now is reported to have over \$800,000,000. A common statement by the orthodox in all our monetary agitations has been that cheap money of silver or paper would drive all gold out of circulation and out of the country. But with civilized nations the contrary results. The undervaluation of Argentine currency so increased her export surplus that up to 1914 it was a common statement by American financiers that "Argentina draws gold on every ship." So Argentina, producing only 3870 ounces of gold in 1924, had then a gold stock of \$453,175,000, while Canada, producing 1,525,380 ounces, but a victim of scarce and dear money, had a total stock of only \$192,504,000.

Prohibition Valuable to West Virginia.

J. N. STONE, Charleston, W. Va.

I don't want to be without your paper, as I consider it one of the most valuable published. I think the fight you are making for Prohibition is great. Charleston is in the mountains and a great industrial region. I cannot recall when I have seen a man under the influence of liquor; of course, we have some, but going about the streets in every-day business there is no drinking with which I come in contact. Prohibition is worth all it cost to West Virginia alone, nor was West Virginia any worse than many other sections. Keep up your good fight, and may God help you and all who are fighting against liquor rule in this great country of ours.

THE IRON AND STEEL SITUATION

Steel Buying Continues Active.

Pittsburgh, December 27—[Special.]—Steel buying has continued quite active for the time of year, when actual requirements are lighter in various lines and there is a desire to reduce stocks against inventory taking January 1. Hand-to-mouth buying has been pursued so consistently that there is little room for decrease at this time.

Since the first of the month steel mills have operated at fully 75 per cent of assumed capacity, against an average of 80 per cent in November and 88 per cent in October, but the rate at the end of November was barely 75 per cent, so that there has been no further decrease. The regular week-end closing time of mills is 6 P. M. Saturday, and last week's holiday simply made the general closing time noon Friday. When the holiday falls during the week there is usually much more lost time, and there will be little, if any, idleness this week.

There will probably be, as usual, an increase in steel production in January over the December rate, which may be guessed at about 75 per cent, but there is no indication that there will be the large increase of a year ago, when January showed an 89 per cent rate.

The general outlook for next year is that the year will be a good one, though possibly with a little decrease in activity from this year. Business all along the line has been conducted on such a conservative basis, with prices very steady, that a little recession in activity would create no disturbance. Railroad expenditures increased in the past year and are practically certain to increase further next year. General building activity is likely to be slightly less. Colonel Ayres predicts about 5 per cent decrease in automobile production, but in the automobile trade itself only predictions of increases are heard.

Lettings of fabricated structural steel contracts in November represented 63 per cent of the shop capacity, against 66 per cent in October and 60 per cent in September. The three months together ran 10 per cent behind the rate in the first eight months of the year. This month promises little change. The year will show a slight decrease in lettings, but a large increase in shipments, as the fabricating shops have been shipping right along at a higher rate than they were booking.

Production of passenger cars and trucks in the United States and Canada amounted to 265,641 in November, against 347,107 in October and an average of 408,608 a month during the first nine months of the year. The last two months ran, on an average, 25 per cent below the average previously in the year. Part of this decrease was seasonal. The year's total will be about 4 per cent over that of 1925.

November bookings of fabricated steel-plate work are reported at 50,863 net tons, making by a slight margin the biggest month since July, 1923. The total for 11 months is 442,810 net tons, which is 32 per cent above the total for the same months of last year. Plate mills have orders from various other sources and on the whole are in better shape as to current production and orders ahead than for two years or more past.

Sheet buying has been poorer this month and operations have decreased further, having barely averaged 75 per cent since the first of the month, against 78 per cent in November and 91 per cent in October. Light demand from the automobile industry is largely, but not wholly, responsible. Sheet prices are still easier, there being more sellers at the lower figures in the price ranges. The leading interest and some independents adhere to the advanced prices announced late in September, making the market 2.30 cents to 2.40 cents on

blue annealed, 3 cents to 3.10 cents on black and 3.85 to 3.95 cents on galvanized.

Otherwise prices of important finished steel products are firmly held.

A little additional freight-car buying has occurred, and inquiries now out or expected shortly total 35,000 to 40,000 cars.

The Standard Sanitary Manufacturing Company has bought 20,000 tons of valley foundry iron for its Allegheny and New Brighton plants, delivery to the middle of 1927. The price was \$18.50, valley, the market previously having been \$19, but made only by small-lot business. The company also bought 18,000 tons of southern Ohio iron for its Louisville plant, same period, at \$21.90, delivered. Years ago Southern iron was used exclusively at the Louisville plant, but Southern iron has lately been bringing so much more relative to Northern iron that Northern iron has generally proved to be the cheaper for Louisville delivery. On this occasion the cost would have been \$20, Birmingham, which, with \$3.39 freight, would have made \$1.49 more than the cost of the southern Ohio iron.

Prospects have greatly increased that wages in the Connellsville region will not be reduced for some time, there having been an advance to the Frick scale November 1. Spot furnace coke is about \$3.50, demand being very light. The contract level for the first quarter is about \$4.

Birmingham District Looks to the Future.

Birmingham, Ala., December 27—[Special.]—The furnace interests of the State feel confident of the future. A few inquiries have been received. The curtailment in foundry-iron production may pass this week, no schedule having been announced as to how long the fires will be banked at two of the furnaces; one foundry ironmaker is shut down. The Sloss-Sheffield Steel and Iron Company will give every attention to replacing No. 2 furnace at the city group, and within three months will have the new furnace in operation. The production will be more than 400 tons daily. Sloss-Sheffield will blow in next week the No. 3 furnace at North Birmingham, recently relined and repaired; the output will be around 400 tons daily, something like 50 to 75 tons a day more than heretofore.

There has been no decline in basic-iron production, the steel production starting up again this week, with every indication of continuing steady indefinitely. The Tennessee Coal, Iron and Railroad Company will operate all open-hearth furnaces, with few exceptions, need for steel being strong. The Gulf States Steel Company will operate three out of the six open-hearth furnaces. The report is that a better feeling is noted in wire and nails, as well as other light and small shapes of steel, and the expectations are there will be considerable of this product moved. There is reiteration of the statement that the demand warrants a full operation of the rail mill, and shipments will be heavy for some time to come, bookings already being made for transportation by water and rail for several weeks ahead. Other shapes of steel, including sheet and plate, will be in good demand. The entire eight open-hearth furnaces of the new steel mill at Fairfield of the Tennessee Coal, Iron and Railroad Company will be in operation next week, and the additional output will find a ready demand in finishing mills, which have been added to or built outright during the past year.

Structural-steel fabricating shops have been running a little light lately, but renewed encouragement is noted, and the belief is that there will be need for active operations. In

Birmingham and throughout the northern part of this State several structures which will require steel are under consideration. The tank works of the district are shipping out much of their product, though this trade is not as active as it has been at times.

Coal mining in Alabama has been steady and the output is heavy. The demand is not as urgent as it was a few weeks ago. Car loadings show that coal production has been at the high-water mark, and one week this month saw the figures go over the record of the year, above 452,000 tons. The resumption of operations this week will be most satisfactory, everything considered, and by the third or fourth day it is believed a normal force will have returned to the mines after observation of the holiday season. Railroads furnished cars Monday, and there was some production, but the full force will take a couple of days yet to get back into action. The prospects are for steady operation of mines for some time yet to come, business in hand warranting active production.

The coke market is also holding up and shipments are active. The output could be somewhat greater than at present, no speeding up being noted. Quotations are still firm, up to \$5.50 per ton for foundry coke. Considerable coke from this district is still being shipped into other territories.

The scrap market is still active and large quantities of heavy melting steel are moving. Other class of scrap appears to be active also, though not moving in the same quantity as the steel. Quotations are very low and dealers have about become accustomed to this condition. The Steel Corporation is taking much melting steel, indicating a long period of activity ahead.

The Portland cement and clay products are enjoying a fairly good demand, period of year considered. The new, big cement plant, the Phoenix Portland, located at Powderly, just outside of the city, will be completed next month.

Quotations for pig-iron and iron and steel scrap follow:

PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$20.00; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$20.50; iron of 2.75 to 3.25 per cent silicon, \$21.00; iron of 3.25 to 3.75 per cent silicon, \$21.50; iron of 3.75 to 4.25 per cent silicon, \$22.00; charcoal iron, f. o. b. furnaces, \$29.00.

OLD MATERIAL.

	\$16.00 to \$17.00
Old steel axles	16.00 to 17.00
Old iron axles	12.50 to 13.50
Old steel rails	13.00 to 13.50
Heavy melting steel	16.00 to 17.00
No. 1 cast	14.00 to 15.00
Stove plate	11.00 to 12.00
No. 1 railroad wrought	15.00 to 16.00
Old car wheels	16.00 to 17.00
Machine shop turnings	8.00 to 8.50
Cast-iron borings	8.00 to 8.50
Cast-iron borings (chem.)	15.50 to 16.50

RAILROADS

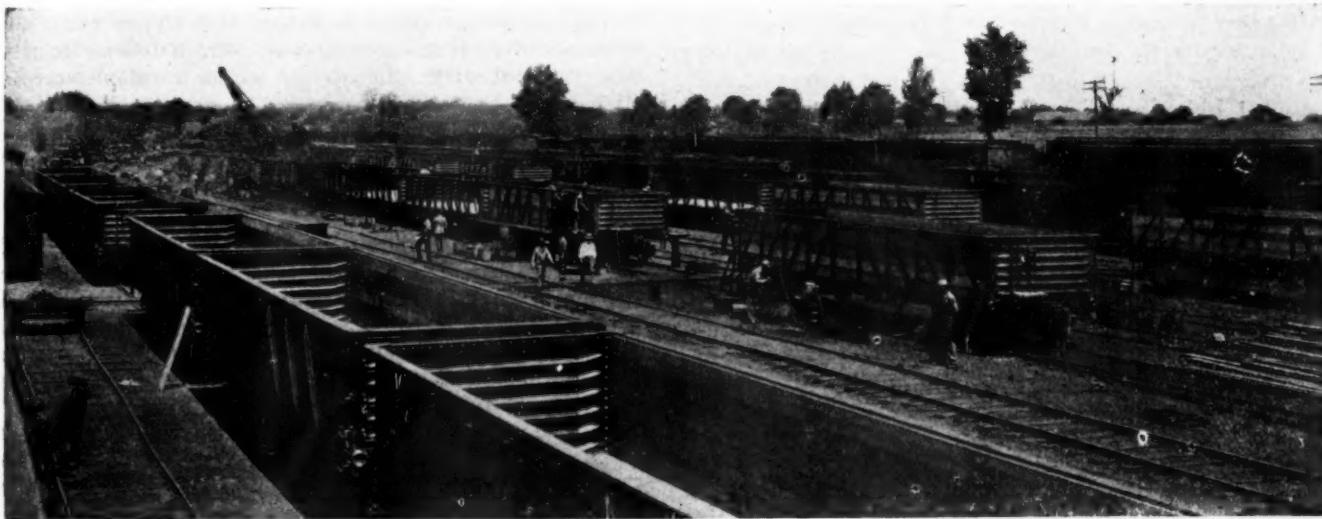
St. Louis-San Francisco Railway's Fine, Modern Car Plant Near Memphis.

One of the best-equipped car plants in the country, which is capable of building new cars as well as giving general repairs to old equipment, is that of the St. Louis-San Francisco Railway at Yale, Tenn., immediately outside of Memphis on the line to Birmingham. The plant is known as the Yale Shops and it was begun several years ago as a light-repair track for coal-car equipment, but the steady increase of the company's business in the South made it necessary to increase the capacity of the Yale yards—as well as to put in new facilities for manufacturing car material—until today the company has there a modern car-building establishment which can now complete 10 new cars every day. It has lately completed a total of 950 composite flat-bottom coal cars, each of 110,000 pounds capacity. One of them is shown in an accompanying picture.

These cars have complete steel underframes, with all-steel corrugated ends, pressed steel side stakes and braces, with metal bulb angles all around sides and ends. They are decked with 3-inch tongue-and-groove pine decking; the side boards are of Oregon fir, dimension 2½ inches by 9½ inches, and 42 feet in length. They are equipped with a good friction draft gear buffer with coupler centering device; type D American Railway Association coupler, with a first-class uncoupling device. Hand brakes are of the latest ratchet type and there is also 10-inch air-brake equipment with K-2 triple valves. The trucks are all cast steel with cast-steel truck sides, oil boxes being cast integral with the side frame.

The dimensions of this equipment are as follows: Capacity 110,000 pounds; load limit, 126,700 pounds; light weight, 42,300 pounds. Length outside from end sill to end sill, 41 feet 6 inches; length inside, 41 feet 5¾ inches. Capacity, cubic feet, 1742. The very slight difference between outside and inside measurement is due to the use of metal ends.

The system used in constructing these cars is known as the "position or progressive system." The trucks leave the truck shop for the first position. Steel underframes after being assembled are riveted together; the body is lifted by the Brown hoist and placed on the trucks, and the car is moved from position to position. Each gang of men have their own work. First, we have the men assembling the steel underframes, next the rivet gang, next the wood men applying the wood sides, next "ironing off" the car and equipping



GENERAL VIEW OF ST. LOUIS-SAN FRANCISCO CAR-BUILDING YARDS AT YALE, TENN



ONE OF THE LARGE FLAT-BOTTOM COAL CARS BUILT AT YALE, TENN.

it with the air-brake pipes, etc., and then the car is "ironed off" completely by applying the safety appliances, hand brakes, etc. The car is then moved to the painters to be painted.

In building these 950 new coal cars the shops maintained an average of 10 cars per day, some days seeing as many as 13 cars finished. A series of photographs taken by the company shows the progress of the work, and two of them are reproduced here, viz., one showing one of the cars as completed and the other giving a general view of the Yale Yards, with work in progress. Other pictures which could not be reproduced for lack of space showed, first, the trucks assembled and material stacked at the truck track; second, the superstructure being assembled on the underframe; third, the steel parts of the car assembled and being handled by the riveters; fourth, the steel underframe and superstructure assembled, riveted together and ready to move to the next position for the flooring; fifth, the car with sides complete and flooring applied ready to move to the next position for the safety appliances to be attached. There were 68 employees engaged in the work of assembling. J. C. Lutz is the foreman in charge of the shops.

Immediately after completing this large order of coal cars the plant started in on giving general repairs to flat cars which were completed about November 1, and for the rest of the year the shop was devoted to rebuilding coal cars, which kept the plant running full time. The program for 1927, already prepared, begins in January, with the building of 600 new coal cars of the same class as those described herein. After they have been completed general repairs to coal cars now in service will be taken up.

Christmas Trees on Railroad Trains.

A tastefully prepared Christmas card has been sent out by the Baltimore and Ohio Railroad Company to its friends and patrons, showing a picture of a Christmas tree on one of its trains, below which is the message: "Santa Claus always remembers the Kiddies on the Capitol Limited and the National Limited." There is also a picture of an old-time stage coach toiling through a snow-covered, mountainous country, and another of a modern express train, below which are the words: "Baltimore and Ohio, 1827—100 years of service—1927."

Railroad Bulletins on Corn and Oats.

The Bureau of Railway Economics, Washington, D. C., has published two new bulletins on commodity prices in their relation to transportation costs. Bulletin No. 16 relates to corn and Bulletin No. 17 to oats. Results of these studies, it is

stated, show there appears to be no relationship between freight rates on either of these products and fluctuations in the prices paid to the farmer. In addition to this, it is said that general economic conditions, supply and demand and other factors cause the fluctuations and variations in corn prices. Each bulletin contains a large amount of tabulated data in addition to general information in narrative form.

Fine Records of Railroad Safety.

More than 95,000 casualties have been prevented and an accident reduction of more than 81 per cent has been accomplished through organized safety effort in the operation of railroads in this country from 1907, when safety work was begun, to 1925, according to Arthur Williams, president of the American Museum of Safety, declared in a recent radio talk, when he announced the award of the E. H. Harriman Memorial medals to the railroads which during 1925 attained the most conspicuous results in accident prevention. This tremendous saving in life and limb has been accompanied by a like saving in dollars, Mr. Williams pointed out, for during the years 1921 to 1924 as compared with 1920 the saving in the items of collision, derailment and personal injuries amounted to more than \$116,500,000, according to Interstate Commerce Commission records.

During the last 10 years the Union Pacific system, winner for the second consecutive year of the gold medal, competed for by roads operating 10,000,000 or more locomotive-miles yearly, has shown a reduction of more than 90 per cent in the frequency of accidents to employees. Mr. Williams declared that organized safety effort has proven an invariable success. "It has been clearly demonstrated," he said, "that when the work is directed by trained representatives of that new and growing profession—safety engineering—two out of three accidents can be eliminated. And this is true of serious and fatal as well as minor accidents."

The three medals, the second of which, in silver—offered for the best safety work among the railroads operating between one and ten million locomotive-miles yearly—was awarded to the Duluth, Missabe and Northern Railway, and the third of which, in bronze, for roads operating less than 1,000,000 locomotive-miles each year, went to the Green Bay and Western Railroad, are offered annually by Mrs. E. H. Harriman in memory of her husband, the late E. H. Harriman, well-known railroad man and banker. They are presented through the American Museum of Safety, of which Judge Elbert H. Gary, head of the United States Steel Corporation, is vice-president, and James Speyer, prominent international banker is treasurer.

LARGEST FREIGHT YEAR EVER KNOWN—1926.

Estimated Loadings About 54,000,000 Cars, or About 2,500,000 More Than in 1925.

This will be the greatest year for freight traffic which the railroads have ever known. The car-service division of the American Railway Association in its report for the week ended December 11 shows that from January 1 last to that date in December there were loaded with revenue freight a total of 51,586,479 cars, or over 400,000 cars more than were loaded in the whole of last year. As cars are being loaded now at the rate of about 1,000,000 per week, it is probable that the total of cars loaded with revenue freight during 1926 will be close to 54,000,000, thus averaging more than 1,000,000 cars per week for the twelvemonth.

For some time it has been realized that all railroad freight records would be surpassed by this year's traffic and the greatest efforts have been made by officers and men to meet conditions by the fullest use of equipment, by keeping cars and engines in the best of repair and by securing the co-operation of shippers and receivers of freight, and they have met with success all along the line.

Loading of revenue freight for the week ended on December 11 totaled 998,715 cars, according to the Car Service report. This was a decrease of 9981 cars under the corresponding week last year, but 41,291 cars over the same week in 1924. Due to the usual seasonal decline, the total was a decrease of 59,436 cars under the previous week this year. The total of 51,586,479 cars loaded with revenue freight since January 1 last compares with 49,553,353 in the same period of last year and with 46,986,455 in the corresponding period of 1924.

Railroad Extension Resulting in Large Sales of Land.

Edinburg, Texas, December 24—[Special.]—More than 200,000 acres of ranch lands, along the route of the extension of the Southern Pacific Railway, which is being built from Falfurrias south to Hidalgo, on the Rio Grande, passing through Edinburg, have been sold to farmers since the construction of the road was started a few weeks ago. Several thousand Mexicans are employed in clearing the land of mesquite trees and other growth and most of it will be placed in cultivation in the spring, according to J. I. McGregor, agricultural agent for the Southern Pacific.

All of the land is irrigable. That lying in the vicinity of Falfurrias is subject to irrigation by artesian wells, many of which already have been bored. Some of the artesian wells in that territory have been flowing for 18 years. This land is well adapted to citrus-fruit culture, as is the land farther down toward the valley.

Mr. McGregor said that values along the extension under construction have increased during the last year from \$10 to a minimum of \$35 per acre; also, that there is probably no section of the United States that is developing so rapidly as this part of Texas.

Seaboard's Freight Service to Miami.

The Seaboard Air Line Railway Company has sent out announcements showing that on December 20 freight service was extended on its West Palm Beach-Miami line from Fort Lauderdale to and including Miami. The line is 71 miles long from West Palm Beach to Miami, Fla.

The Seaboard has also announced the appointment of M. D. Boyd as commercial agent at Tampa, Fla., succeeding C. J. Mundee, promoted.

TEXTILE

Contract for 75 Dwellings in Mill Village.

Woodruff, S. C.—A contract has been awarded by the Woodruff Cotton Mills to the Bailey Builders' Supply Company of Union, S. C., for the erection of 75 operatives' dwellings in its mill village here. To make room for these dwellings it will be necessary to move about sixty houses already built, contract for this work having been awarded to R. A. Self of Spartanburg.

Texans Build Cotton Mill in Mexico.

Nuevo Laredo, Mexico, December 24—[Special.]—C. R. Miller of Dallas and associates have finished the construction of a cotton mill here and have put it into operation. Yarn for the mill will come from textile mills of the Miller interests in Dallas and Waco, Texas. Twenty different varieties of cloth will be manufactured. The mill will be enlarged, it is said, as the demand for its products increases.

100 to 200 Dwellings for Brandon Mills.

Greenville, S. C.—A large extension to their mill village here has been started by the Brandon Mills, which plan to erect from 100 to 200 operatives' dwellings. Contract for 100 of these houses has been awarded to Cox & Hodgens of Greenville at approximately \$90,000, it is said. E. S. Draper, landscape architect and engineer, of Charlotte and Atlanta, prepared plans for the village extension.

Progress on Dunbar Knitting Mills.

Dunbar, W. Va.—Construction is progressing on the new mill being erected here by the Dunbar Knitting Mills, which have incorporated with a capital stock of \$125,000, and a battery of knitting machines will soon be installed. Incorporators of the company include Paul Rose of Passaic, N. J.; L. A. Frasier, Thomas G. Fletcher and D. M. Faulkner of Dunbar, and Boyd H. Sibert of Charleston, W. Va. The mill will manufacture sweaters and other knit goods.

Contract for Mills at Albany-Decatur.

Albany-Decatur, Ala.—A contract has been awarded by the Textile Realty Company to A. K. Adams & Co., Atlanta, for the erection of the proposed building here for the Connecticut Mills Company of Danielson, Conn., which plans to establish a tire-fabric plant at a cost of approximately \$600,000. As previously announced in the MANUFACTURERS RECORD, the mill building will be three stories, 120 by 480 feet, of brick, concrete and steel construction, and will house 32,000 spindles. Charles T. Main, Inc., of Boston, Mass., is the engineer.

Complete Unit of \$3,000,000 Plant.

The first unit of a \$3,000,000 cotton mill at Thomaston, Ga., has been completed by the Martha Mills, of which W. H. Hightower is president, and the installation of machinery is progressing rapidly, according to advices from the company to the MANUFACTURERS RECORD. The building is 430 by 130 feet, three stories, general construction having been handled by the Batson-Cook Company of West Point, Ga. Robert & Co., Inc., of Atlanta, are the engineers.

The plant will manufacture cord fabric exclusively for the B. F. Goodrich Company of Akron, Ohio, running two shifts and using approximately 300 employees on each.

GOOD ROADS AND STREETS

Baltimore Has \$1,250,000 Paving Program.

According to a program outlined by Mayor Howard W. Jackson of Baltimore, following a conference with Bernard L. Crozier, chief engineer, sections of 150 Baltimore streets will be paved during 1927 at an estimated cost of \$1,250,000. Mr. Crozier has listed the streets in five groups as follows: Twenty-one main thoroughfares in the old city, 34 thoroughfares in the old annex, 15 in the new annex, 32 secondary streets as distinguished from the main ones and 51 streets to be paved under 50-50 cost agreements with developers.

Approximately two-thirds of the streets will be paved with sheet asphalt, it is stated, and the remaining streets with cement concrete. It is estimated that the proposed program will eliminate 10 miles of cobblestones.

Biloxi Asks Paving Bids.

Biloxi, Miss.—Bids will be received until January 3 by the Mayor and City Commissioners of Biloxi for paving sections of 22 streets and avenues, which will involve approximately 28,729 square yards of paving of various types, 10,951 square yards of asphaltic concrete, 3973 square yards of sheet asphalt, 43,634 square yards of Class B concrete, 89,000 cubic yards of excavation, 88,199 pounds of steel mesh-reinforcing, 17,754 lineal feet of single concrete curb, 29,307 lineal feet of concrete curb and gutter, 30,684 square yards of two-course sidewalk, besides other materials and construction. Plans and specifications are on file at the office of the city clerk, or may be obtained from the city engineer.

Missouri Contracts Embrace 180 Miles.

Jefferson City, Mo.—A number of contracts, some of them tentative, have been awarded by the Missouri State Highway Commission for road work, covering a total of approximately 180 miles. Of awards actually made there are totals of 6.81 miles of concrete, 30.27 miles of gravel, 31 miles of graded earth work and 27 miles of sub-soil treatment. Contracts were also awarded for a 28-foot bridge in Carroll county and for widening a 39-foot bridge in Jackson county.

Tentative contracts were awarded for approximately 27 miles of graded earth work, 53.76 miles of concrete and 4.03 miles of gravel. Bids were rejected for 50 miles of sub-soil work.

Tennessee Contracts Total \$700,000.

Nashville, Tenn.—Contracts aggregating more than \$700,000 have been awarded by the Tennessee Highway Department; bids were opened recently. The proposed work will embrace seven projects, covering a total of approximately 70 miles of grade and drainage work, with a number of concrete and treated-timber bridges, in addition to a bridge project covering the construction of a concrete and steel bridge over Elk River in Lincoln county, with approaches. The bridge proper will be 310 feet long, consisting of a 100-foot steel span and seven concrete deck-girder spans.

Work to Begin on \$680,000 Richmond Viaducts.

Richmond, Va.—Contract has been awarded by the City Council to R. C. Churchill of this city at \$535,900 for the construction of two reinforced concrete viaducts over the several lines of tracks on either side of the railway station at Walnut avenue and Jefferson street, and construction is expected to begin soon. Additional items of cost, to include land damages, engineer's fees and street paving, will bring the entire cost to approximately \$680,000.

Texas Counties to Vote on Road.

Action on proposed financing of Lee highway construction in Texas will be taken on January 4 through a vote on a proposed bond issue by the residents of Wilbarger, Foard, Cottle, Motley, Floyd, Hale, Lamb, Bailey and Parmer counties. The movement for this construction work was started by the Floyd County Lee Highway Association, with Mack Stevenson of Floydada as president.

The stretch for which this financing is proposed is about 270 miles in length, and in advocacy of the bond issue the Lee Highway Association says:

"A year hence, according to present plans, Lee highway will be all modern, all usable at all times, except Cotton and Tillman counties in southwest Oklahoma and these nine counties of Texas, and favorable action on January 4 by Texas will help to get the Lee highway hard surfaced across the Oklahoma counties, where the road is already graded and the drainage structures all completed. If this Texas stretch is constructed, it will not be long before 1000 cars a day will enter and pass across the State or enter and take roads leading to Fort Worth, Dallas, Houston, San Antonio or some other part. Ten dollars a day each day a car is in a State is a reasonable estimate of the cash expended; that means \$10,000 a day."

"If the nine counties vote the bonds and a single contract can be let for 270 miles of hard-surfaced road, the whole United States will know it, and those nine counties will henceforth be 'on the map.'"

San Antonio Sells \$3,600,000 of Bonds.

San Antonio, Texas.—A public-improvement bond issue of \$3,600,000, voted in November, has been sold by the city of San Antonio, Fred Fries, city clerk, to J. E. Jarratt & Co. of this city at par and accrued interest, with a premium of \$49,428. The bonds will bear an interest rate of 4½ per cent and will mature serially over a period of 40 years. Proposed improvements will include a \$250,000 city hall, sanitary sewers, to cost \$200,000, and storm sewers, \$600,000; street widening, to cost \$900,000, and other street improvements, \$300,000; flood prevention, \$600,000, in addition to other improvements.

Texas Asks Road Bids.

Austin, Texas.—Proposals addressed to the State Highway Engineer, Austin, will be received until January 5 by the State Highway Department for the construction of 17.6 miles of road in Montague county and for 7.2 miles in Wise county. On January 12 the department will receive bids addressed to the Commissioners' Court, Lubbock, for grading and drainage structures on 14.46 miles in Wise county.

Notes on Good Roads Construction.

The City Commission of Birmingham, Ala., has adopted a street-improvement program which will involve an estimated cost of more than \$1,000,000.

Tippah County Board of Supervisors, Ripley, Miss., will receive bids until January 4 for the construction of hard-surfaced roads in the first and second supervisors districts of the county.

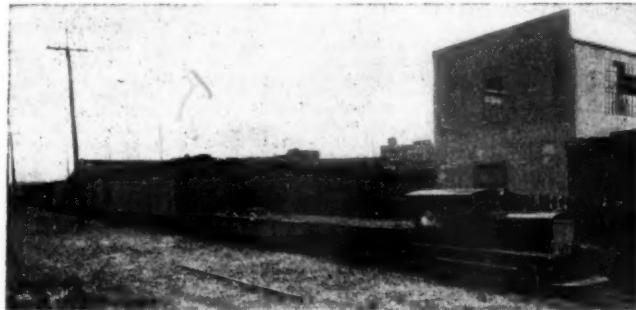
E. J. Upham, president of Shore Acres, has presented the city of St. Petersburg, Fla., with a \$60,000 concrete bridge over Smack's Bayou at Shore Acres, between St. Petersburg and the Gandy bridge.

The Louisiana Highway Commission, Baton Rouge, which planned to receive bids until December 21 for furnishing gravel and building a Federal-aid road on the Jennings-Elton highway in Jefferson Davis parish, has postponed the date of receiving bids until January 11.

MECHANICAL

Gasoline Locomotive for Private Switching.

To show the ease and economy within the reach of shippers and receivers of carload freight by doing car-switching service themselves when desirable, the Mid-West Locomotive Works of Cincinnati, Ohio, recently made a public demonstration on sidings of the Baltimore and Ohio Railroad with one of their own new Model 80-GD, eight-ton gasoline locomotives built for standard-gauge track. Representatives from a



LOCOMOTIVE PULLING NINE CARS .

variety of industries were present and generally were very much surprised to see what could be done by a small gasoline locomotive built for such service, particularly when it pulled three and four loaded cars through switches, around curves and upgrades, and also when it pulled nine cars over rough, uneven track.

Concerning the latter train, which is illustrated herewith, the manufacturers of the locomotive say that the engine actually handled easily the string of cars, the train being composed of seven large empty box cars weighing from 40,000 to 44,600 pounds each, one flat car weighing 30,000 pounds and a gondola car weighing about 40,000 pounds. This latter car had part of a load, so that altogether this particular train weighed about 220 tons and the grades over which it was pulled varied from one-half of 1 per cent to 1 per cent.

Continuing, the company say that it was readily shown there are conditions where such switching can be done at a cost of from \$1.50 to \$3 per day, according to the amount of work done, the expenses including fuel, labor and interest on the investment. It is further noted that direct and indirect savings are said to be sometimes as high as \$25 to \$50 per day. It is also claimed that a gasoline locomotive offers great advantages for safety because of its freedom from smoke, sparks, hot coals, etc. The gasoline locomotives have automatic couplers, footboards, hand-holds, etc. They can be built in sizes of from 10 to 25 tons if larger and more powerful units are required.

English Cotton-Spinning Dividends.

Manchester, England, December 14—[Special.]—An average dividend for the three months ended November of 6.05 per cent per annum, absorbing £20,910, compared with 7.58 in August, 7.84 in May, 8.68 in February and 8.80 in November, 1925, was paid by 18 Lancashire cotton-spinning companies, having a total paid-up ordinary share capital of £2,134,797 and an aggregate spindlage of 1,872,952.

For the six months ended November, 14 companies, which have a total paid-up ordinary share capital of £1,229,450 and 1,343,372 spindles, made an average payment of 4.82 per cent, requiring £27,500, against 5.89 in May and 7.21 in November, 1925.

Commendations, Kicks and Comments

An Inspiration.

E. A. BURGUERES, Burgueres & Chipley, Inc., West Palm Beach, Fla.—Your journal has certainly afforded some real inspiration to the entire South, and I wish you every success in your great work.

Thank You for That.

D. G. SAVAGE, Atlanta, Ga., district manager the Thew Shovel Company, Lorain, Ohio.—Best wishes for your continued success as the finest trade paper in the United States.

From the President of the Illinois Central.

L. A. DOWNS, President, Illinois Central System, Chicago.—I never cease to be amazed at the wide range of subjects relating to Southern progress that are so capably covered in a single issue of your great magazine.

We Hope It Will Be a Long Time.

G. S. LESLIE, the Carolina Roofing Tile Company, Newberry, S. C.—We take a number of trade papers, but the MANUFACTURERS RECORD is our favorite. You may rest assured you can count us among your subscribers as long as you maintain the present high standard of your publication. The MANUFACTURERS RECORD is truly an exponent of the South, and we wish for you many years of success and usefulness.

Why Not All Others As Well As Architects?

FRED J. JAMES, A. I. A. Architect, Tampa, Fla.—I herewith enclose check for my renewal to MANUFACTURERS RECORD; in this connection I wish to say that a paper that is as loyal a booster to Florida as yours is should have the subscription of every architect registered in the state, and I enclose such a list.

Florida is absolutely all right and the recent storm is only a little jolt that will soon be forgotten.

We Only Told the Truth About Lumber.

W. B. WILLINGHAM, JR., Secretary and Treasurer, Georgia Retail Lumber and Millwork Association, Atlanta, Ga.—At a recent meeting of the Georgia Retail Lumber and Millwork Association in Atlanta a resolution was passed commending you for the splendid way in which the MANUFACTURERS RECORD defended the lumber industry in your reply to Roger W. Babson's utterances against the construction of frame houses. This association and all its members appreciate very much your capable defense on the above-mentioned subject.

FOREIGN NEEDS

[The MANUFACTURERS RECORD frequently receives letters from abroad asking for information about American goods, and others from men who wish to represent American houses. Without assuming any responsibility for these concerns, we publish a summary of these foreign letters of inquiry from time to time.]

Would Sell on Commission.

ADRIANO PIMENTEL, Belem, Para, Brazil.—Desires to sell goods on commission—any kind—for firms of established reputation. Has, it is stated, good connections with local firms. Wishes to receive catalogues, price lists, with discounts, and other information, such as terms of sale, etc. Can give references.

Wants Gold and Silver Bars, Hardware, Etc.

THOUFEEK & Co., 251 Richmond Hill Road, Galle, Ceylon.—Exporter of all Ceylon products. Has special dealings in precious stones and importer of gold and silver bars, hardware, etc. Desires address of merchants in the United States who deal in Ceylon products, gold and silver bars and diamonds. Branch at 32 Prince street, Pettah, Colombo.

Wants Electric and Gas Stoves; Also Electric Dishwasher.

J. H. BLOCK, Villa Asgard, Vevey, Switzerland.—You were kind enough to send me some years ago a list of manufacturers of certain articles I was interested in. This time it is the question of electric and gas cooking stoves, which have received a greater perfection in the States than in Europe. If you will send me the addresses of the most known manufacturers I would take up correspondence with them. Another article of interest would be an electric dishwasher for small household use.

CONSTRUCTION DEPARTMENT

EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained. An asterisk (*) following an item indicates that the enterprise has been reported in a preceding issue.

DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers, and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$30.00 a year.

Airplane Plants, Stations, Etc.

N. C., Charlotte—City contemplates movement to provide commercial airplane landing field in the Camp Green section. Address Clarence Kuester, Manager of Chamber of Commerce.

Bridges, Culverts and Viaducts

Proposed Construction

Alabama—State Highway Comm. plans several bridges. See Roads, Streets, Paving.

Ark., Batesville—Independence County plans trestle approach to bridge under construction over White River at Batesville.

Fla., Safety Harbor—City receives bids about Jan. 1 for 46-ft. steel span over Mullet Creek, 16-ft. pine deck roadway. Address City Clk.*

Fla., Key West—Monroe County Comms. contemplate 3 bridges in proposed Overseas Highway from Key West to mainland: Grassy Key, Long Key, Lower Matecumbe Key and No Name Key vicinities.

Fla., Sanford—See Roads, Streets, Paving.

Fla., Stuart—City Comm. plans 3 bridges, on Fourth St., Belle Flora Ave. and Pinewood St.; cost \$40,000. See Financial News—Bond Issues Proposed.

Ky., Calhoun—Rogers Brothers applied for permit to build overhead or draw-toll bridge over Green River at Calhoun, estimated cost between \$200,000 and \$250,000; Roy Alexander, Ch. Engr.

N. C., Durham—See Roads, Streets, Paving.

Oka., Cookson—Town contemplates steel bridge across Illinois River near Cookson. Address Town Clerk. See Financial News—Bond Issues Proposed.

S. C., Chester—State Highway Comm., Columbia, may receive bids in Mar. for Broad River Bridge on Calhoun Highway. Address State Engr. Moorefield.

Texas—State Highway Comm., Eugene T. Smith, Chmn., Austin, receives bids soon for 2 bridges: Shelby County, 346-ft. timber pile trestle bridge across Flat Fork Creek, Highway No. 74, 23 15-ft. panels; Haskell County, 2 new steel spans, 2 piers, bank protection and repair old trusses and pier for bridge over Double Mountain Fork or Brazos River, near Rule; A. C. Love, State Highway Engr.

Tex., Brenham—State Highway Comm., Eugene T. Smith, Chmn., Austin, receives bids Jan. 5 for bridge across Brazos River, Highway No. 20, between Washington and Waller Counties; A. C. Love, State Highway Engr.

Tex., Crockett—Houston County, L. L. Moore, County Judge, plans 2800-ft. steel and concrete and timber and pile trestle bridge across Trinity River, Highway No. 21, between Houston and Madison Counties, estimated cost \$200,000; T. Ferguson, County Judge, Madisonville, Madison County; F. J. Von Zubon, County Engr.

Tex., Memphis—Hall County, A. C. Hoffmann, County Judge, plans 2600-ft. concrete, pile trestle bridge across Red River, Highway No. 5, near Estelline, estimated cost \$200,000; C. L. Hasle, County Engr.

Contracts Awarded

Ga., Baxley—Roanoke Iron & Bridge Works, Walnut Ave., Roanoke, Va., has contract for steel spans on new bridge across Altamaha River at Piney Bluff Ferry between Baxley and Lyons, on Wilson Highway, from Augusta to Waycross, approximate total cost \$260,000.

La., Shreveport—Caddo Parish Police Jury let contracts for bridge and several culverts. See Roads, Streets, Paving.

Miss., Sardis—Panola County Board of Supervs., J. A. Carter, Clk., let contract to R. H. Freeman, Como, for 3 steel bridges in Supr. Dist. No. 1: Across McKinney Creek, on road from Lespideza to Will Hays' residence; across Martin Ditch on road north from Como and Glenville road to Alex. Smith's place; across J. B. Wardlaw Ditch on Cannon road, about 4 mi. northwest of Como.*

Missouri—State Highway Dept. let contract for 2 bridges. See Roads, Streets, Paving.*

Okl., Nowata—Nowata County, C. L. Woods, Clk., let contract to Ellis & Lewis, Surety Bldg., Muskogee, for 90-ft. steel bridge.

Tennessee—Tennessee Dept. of Highways and Public Works let contracts for 21 bridges. See Roads, Streets, Paving.*

Va., Roanoke—City, W. P. Hunter, Mgr., let contract to R. C. Churchill, 24 Mountain Ave. S. W., Roanoke, at \$535,900 for 2 reinforced concrete viaducts over railway tracks at either side of Virginian station at Walnut Ave. and Jefferson St.*

Canning and Packing Plants

Fla., Crestview—Okaloosa County Chamber of Commerce interested in having outside capitalists establish blueberry canning plant.

Clayworking Plants

Ark., Camden—Camden Tile & Pottery Co. has begun construction of plant for manufacturing tile and pottery on 6 acre site; will consist of 2 buildings 40x112 ft. and 40x40 ft.; initial investment \$60,000; plant will be managed by J. B. Lessell, East Liverpool, O., associated with S. J. Carnes, Camden; J. T. Mendenhall, Contr.; contract let for 2 kilns.

Coal Mines and Coke Ovens

Ark., Arkadelphia—The Deepwater Coal & Iron Co., Jasper, Ala., reported plans opening new mine in Culman County.

La., New Orleans—Alta Coal Co., Inc., chartered; A. D. Geohagen, Pres., 70 Audubon Blvd.

West Virginia—West Virginia Southern Coal Co., Everett Drennen, Pres., 44 Wall St., New York City, organized to acquire the assets of nine coal mining and selling properties operating under lease 13,632 acres of well-located coal lands in Kanawha, Logan, Boone and Raleigh Counties, W. Va., with an output in 1925 of 778,992 tons; recoverable coal reserves are estimated at 72,000,000 tons; companies included in merger are: Marsh Fork Coal Co., Birch Fork Coal Co., Seng Creek Coal Co., Leevale Coal Co., Basic Coal Co., Burgess Branch Coal Co., Silush Coal Co., and Vanball Coal Co.; in addition the company will acquire the assets of Siler & Siler, coal sales company with offices in principal cities; company is offering \$1,350,000 First Mortgage and Leasehold Gold Bonds, 7 per cent series, due 1947, with detachable stock purchase warrants, through the Equitable Trust Co., Calvert and Fayette Sts., Baltimore, Md.; John Nickerson & Co., 61 Broadway, New York; A. L. Chambers & Co., Inc., Schoellkopf, Hutton & Pomeroy, Inc., and Manufacturers and Trades Trust Co. of Buffalo, and J. A. W. Iglesias & Co.; proceeds from sale of bonds of the series, together with substantial cash investment in common stock, will be used, in part, for purchasing the properties and assets of the predecessor companies and, in part, for working capital and other corporate purposes.*

Concrete and Cement Plants

Mo., Kansas City—W. A. Ross Construction Co., Railway Exchange Bldg., has leased 3 acre site for erection of central concrete mixing plant which he will start to build about Jan. 10, 1927; will build elevated spur of the terminal tracks over the site, install conveyors with automatic lift, mixing machines, etc.; other units of plant will be office building, garage and storage plant; the central plant will be able to supply mixed cement, transported in especially constructed trucks over radius of 10 miles, from Twenty-fifth and Southwest Blvd.; estimated cost \$250,000.

Tex., San Antonio—Gonzales Cement Works, Inc., C. A. Neuman, Pres., Gonzales, reported will erect plant for manufacture of concrete sewer pipe, machinery to be electric driven; estimated cost \$70,000.

Cotton Compresses and Gins

Ala., Felix—J. Freeman Suttle, Jr., plans either to install new equipment in plant damaged by fire or make additions to another plant.

Ark., Helena—Helena Compress Co. is constructing \$50,000 addition to plant; 25x143 ft.; brick and concrete; wood floors; built-up roof; E. T. Walker, Contr.*

Tex., Turkey—Childress Compress Co. will erect cotton compress, wood floors, galvanized iron roof; install Standard compress machine; address construction proposals to G. H. Trueblood, P. O. Box 456, Childress. (See Machinery Wanted—Cotton Compress Outfit; Lumber; Galvanized Iron.)

Cottonseed-Oil Mills

Oka., Hobart—Producers Cotton Oil Co., capital \$80,000, incorporated; Geo. E. Neal, Elmer Jones.

Drainage, Dredging and Irrigation

Fla., Sarasota—Government has made appropriation for dredging of Sarasota Bay at Cortez cut and for the relighting and remarking of channel in Sarasota Bay, estimated cost \$100,000; address Major Geo. H. Day, Chmn. of Industrial and Transportation Committee of Chamber of Commerce.

Fla., Stuart—Atkinson Dredging Corp., Damatis Arcade, has contract at \$75,288 to construct a canal in city and to dredge creek to eliminate mosquitoes and reclaim land, creosoted timber bulkhead and fill; Butler, Barnett & Taylor, Engrs., Citizens Bank Bldg., both West Palm Beach.*

Fla., Stuart—City Comsn. contemplates expending \$25,000 for drainage system; Don Egbert, City Engr. (See Financial News—Bond Issues Proposed.)

Tex., Bay City—Matagorda County Comms. propose building 26 miles levees on west side of Colorado River; \$655,000 project.

Tex., Brownsville—Cameron County Comms. will construct flood control works in Units 1 to 14 of Div. A, being the North Floodway and Units 1 to 12 of Div. B, being the Arroyo Colorado floodway; receive bids Jan. 12; W. O. Washington, County Engr. (See Machinery Wanted—Flood Control Work.)

Tex., Corpus Christi—Nueces County Comms. interested in the Bishop-Driscoll Drainage work in county, reclaiming about 35,000 acres. (See Financial News—Bond Issues Proposed.)

Tex., Dallas—Dallas County Comms. contemplate erection of 25 miles of parallel levees, reclaiming about 12,000 acres lowlands situated between Dallas and Oak Cliff.

Tex., Eagle Pass—Maverick County Im-

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

provement Dist. No. 1 soon vote on \$3,500,000 bonds for construction of gravity irrigation system. See Financial News—Bond Issues Proposed.

Tex., Fort Worth—Tarrant County Water Control and Improvement Dist. reported contemplates building two lakes and reclaiming thousands of acres land along Trinity River.

Tex., Houston—Cities of Houston, Fort Worth and Dallas reported may join forces to obtain Federal Aid to complete flood controlling project along the Trinity River from its mouth to beyond Dallas. Address City Clerk.

Tex., McAllen—McAllen Drainage Commr. has \$75,000 available to concrete line the canals in the system. See Financial News—Bond Issues Proposed.

Tex., Orange—Preliminary Drainage Survey Committee of Orange County, D. E. Ronch, Chrmn., advises: "A topographical map of Orange County is now in process of being completed in Washington; F. Shutt & Sons of Lake Charles, La., have been engaged to make up a tentative plan for the drainage of the county as soon as this map is available in about 30 days; they will also prepare a cost estimate for the plan they devise, and the land owners of the county propose to vote bonds to carry out the drainage program; will be at least three months before the county will be ready to take up the question of voting bonds and putting the work through."

Electric Light and Power

Large sums are being expended for electric light and power work in connection with Land Development operations. Details will be found under that classification.

Fla., Belleair—Pinellas County Power Co., St. Petersburg, has 30-yr. franchise to furnish electric service, also 10-yr. street lighting contract; will install 365 white way standards.*

Fla., Anthony—Florida Power Corp., W. P. Wallace, V. P., St. Petersburg, reported has 30 year street lighting franchise.

Fla., Stuart—City plans expending \$25,000 for white way lights. See Financial News—Bond Issues Proposed.

Ga., Alma—B. H. Morris, Jacksonville, Fla., negotiating for lease of electric light plant.

Kentucky—Parsly Bros. & Co., 1421 Chestnut St., and Paul & Co., Pennsylvania Bldg., both Philadelphia, Pa., are offering \$1,000,000 American Utilities Co., Philadelphia, Pa., 15-yr. 6 1/2% gold debentures due Nov. 1, 1941; company through its various subsidiaries supplies 53 communities in Kentucky, Missouri, Arkansas, Oklahoma and Texas with either electric light and power, natural gas, water and ice.*

La., Baton Rouge—Baton Rouge Electric Co., M. C. Smith, Mgr., will construct 5 1/2 miles of 8-in. welded high pressure gas line to connect present system with main line of Interstate Natural Gas Co. complete with regulators and metering station; cost \$100,000; Williams Bros., Contrs., Ouachita Bank Bldg.

Mississippi—Mississippi Power Co., Gulfport, reported applied to Federal Power Comm., Washington, for permission to construct dam and power plant on Tennessee River near its junction with Bear Creek in Mississippi-Alabama border; plans include dam mile long and 50 ft. high and plant with initial capacity of 70,000 h.p.; ultimate capacity 240,000 h.p.

Mo., Purdy—The Empire District Electric Co., Joplin, Mo., S. S. Evans, Asst. Supt. of Distribution, advises that there will not be any improvements to lately acquired transmission and distribution system at Purdy.*

Okl., Guymon—Inland Utilities Co., subsidiary of Fairbanks, Morse & Co., 1218 Liberty St., Kansas City, Mo., acquired local light plant subject to ratification by people Jan. 11.*

S. C., Charleston—Merger has been completed of Charleston Consolidated Railway and Lighting Co., Charleston Consolidated Railway, Gas and Electric Co., Charleston Edison Light and Power Co. and Charleston Gas Light Co. into South Carolina Power Co., authorized capital \$20,000,000.*

Tenn., Huntingdon—Kentucky-Tennessee Light and Power Co., Bowling Green, Ky., reported constructing high-power line and substation; previously acquired Huntington light and water plant.

Tex., Austin—University of Texas receives

bids Jan. 18 for fireproof power plant building. (See Machinery Wanted—Power Plant.)

Tex., Dallas—International Electric Co., Eagle Pass, changed name to Texas Electric Service Co., place of business to Dallas, and increased capital, \$210,000 to \$479,000.

Tex., Houston—Houston Power and Lighting Co. reported to construct \$40,000 power plant and transformer station on Mack St.

Tex., San Antonio—San Antonio Public Service Co., E. H. Kifer, reported plans expending \$40,000 for street lighting equipment and \$50,000 for electric meters during 1927; erect 2 substations, cost \$35,000, including equipment; expend \$20,000 for feeder lines; purchase materials and install with company's forces.

Va., Newport News—Newport News and Hampton Railway Gas and Electric Co. reported consolidated with Virginia Public Service Co., Charlottesville.

Fertilizer Plants

S. C., Cheraw—Pee Dee Fertilizer Co., capital \$20,000, incorporated; P. B. Huntley, M. B. Craigler.

Flour, Feed and Meal Mills

Tex., Groom—Barnett-Fields Grain Co., capital \$20,000, incorporated; J. A. Barnett, Truett Fields.

Mo., Ash Grove—Charles Weston, St. Louis, reported acquired Ash Grove Flour Mill.

Gas and Oil Enterprises

Florida—Florida Public Service Co., controlled by General Gas & Electric Co., 50 Pine St., New York, reported plans expenditure of \$5,000,000 for extension of gas and ice service in Central Florida during 1927; place 175 miles of territory under loop system; has franchise for supplying gas to Winter Park for 15 years; will extend gas service to that city; company supplies more than 60 cities and towns in Central Florida and furnishes electric light and power from Seville to Lake Stearns.

Ky., Louisville—George T. Wood & Son, 417 W. Main St., are offering \$10,000,000 6% gold debentures of Standard Gas and Electric Co.

Miss., Jackson—Muscle Shoals Oil and Gas Co., capital \$50,000, incorporated; J. A. Treat, Jackson; E. A. Doty, Winona.

Mo., Humansville—Citizens Oil Co., incorporated; J. T. Crawford, W. M. Killingsworth.

Okl., Picher—Arbuthnot Oil Co., Box 155, S. H. Davis, Baxter Springs, Kansas, will erect lubricating oil plant with daily output 40 bbls.; one building 26x50 ft.; one 20x20 ft.; one 14x14 ft.; frame and galvanized iron; concrete floors, galvanized iron roof; A. O. Qualls, Gen. Contr., Baxter Springs, Kansas; will install one 25 h.p. boiler, three 10 bbl. compounding kettles, two 2-in. rotary oil pumps, one 3 h.p. electric motor, one air compressor; General Steel Products Co., Seventh and Adele Sts.; Koplin and Butler Mfg. Co., 1326 Grand Ave., Kansas City, Mo., equipment contractors.

Okl., Tonkawa—Udemay Oil and Gas Co., organized by J. R. Utterback, O. F. Mayfield, both Blackwell.

Okl., Sayre—G. M. Green, W. O. Gray and associates organized gas producing company with \$50,000 capital.

Okl., Tulsa—Home Royalty Co., capital \$50,000, incorporated; G. S. Booth, H. G. Lee.

Texas—A. M. Lampert & Co., Inc., 44 Pine St., New York, and Freeman, Smith & Camp Co., 307 Stark St., Portland, Ore., and First Nat. Bank Bldg., San Francisco, Cal., are offering \$2,500,000 first lien three year 7% sinking fund gold notes of Northern Texas Utilities Co., engaged in distribution of natural gas in 8 counties in northern Texas; company owns or controls about 10,000 acres in Wheeler and Gray counties; is selling or will sell industrial and domestic gas to consumers in Acme, Childress, Chillicothe, Iowa Park, Memphis, Quanah, Wellington and Wichita Falls; company recently noted let contract to Hope Engineering & Supply Co., Mt. Vernon, Ohio, for constructing pipe line from near Shamrock to vicinity of Wichita Falls; proceeds of bonds to be used for completing pipe line and distributing system; Columbian Gasoline Corp., subsidiary of Columbian Carbon Co., 45 E. 42d St., New York; has entered into contract with Northern Texas Utilities Co. to erect and operate gasoline absorption plant at expense of Columbia Gasoline Corp.

Tex., Childress—Humble Oil Co., Humble Bldg., Houston, reported having survey made for pipe line from Panhandle oil fields to Childress; construct loading racks, tank farm, pumping station, work shops, etc.; expend about \$3,000,000; later plans constructing line from Childress to Houston.

Tex., Crossett—Humble Pipe Line Co., San Angelo, reported to expend \$250,000, construct oil pipe line from Crossett to Kemper.

Tex., Dallas—Pure Royalty Co., capital \$10,000, incorporated; Homer P. Lee, Republic Bank Bldg.

Tex., Dallas—Kantex Oil Co., capital \$25,000, incorporated; W. Harry Taylor, B. S. Chappell.

Tex., Georgetown—City reported rejected offer of Municipal Gas Works, Dallas, for purchase of plant.

Tex., Gonzales—Central Power and Light Co., Frost Bldg., San Antonio, reported to construct natural gas line from Gonzales to Luling, 40 miles, cost \$42,000; also gas line from Eagle Lake to Columbus, Tex., 30 miles long, cost \$35,000.

Tex., San Antonio—San Antonio Public Service Co., E. H. Kifer, reported plans expending \$300,000 for construction of gas mains and \$73,000 for gas meters during 1927; materials purchased and laying done with company's forces; also is preparing plans for natural gas supply to run from city gate to center of company's distributing system, estimated cost \$90,000.

Tex., Thorndale—Ellison Oil Co., capital \$32,000, incorporated; C. E. Wisecup, F. A. Bartlett.

Tex., Wichita Falls—Western Oil Corp. increased capital, \$100,000 to \$1,000,000; company consolidated with Bellby Natural Gasoline Co.

Tex., Wichita Falls—Lomax Drilling Co., capital \$15,000, incorporated; T. G. Lomax, Harvey-Snider Bldg.

Ice and Cold-Storage Plants

Florida—See Gas and Oil Enterprises.

Fla., Daytona—Florida Power & Light Co., Civic Bldg., Miami, let contract to the Phoenix Utility Co., 65 Broadway, New York, for erection of 50-ton capacity ice plant; estimated cost \$34,000; new unit for which building permit is applied for will replace old unit; Warren A. Stoutmire, Acting Mgr.

Fla., Fort Myers—Florida Power and Light Co., Civic Bldg., Miami, has permit for erection of \$150,000 addition to ice plant.

Fla., Gainesville—National Public Service Corp., 165 Broadway, New York City, reported acquired the local plant known as Diamond Ice Factory and plant at High Springs of T. B. Stringfellow and R. B. Livingston; extensive improvements will be made at both plants; company also has plans for plant at Ocala.

Fla., Gainesville—Southern States Power Co., 18 Blum Bldg., Jacksonville, let contract to O. J. Norris, White House Hotel, Gainesville, for \$8000 plant, 60x100 ft., concrete and steel construction, concrete floors, install \$120,000 equipment, furnished by Arctic Ice Machine Co., Hiner Structural Steel Mfg. Co., both Canton, Ohio.*

Fla., Sebring—Tom Yancey of the Yancey Co., Inc., of Orlando, reported contemplates building \$100,000 cold storage plant and wholesale and retail market.

Fla., St. Augustine—Florida Power & Light Co., Civic Bldg., Miami, has permit for construction of \$36,000 ice plant on Riveria St.; plans under way.

Miss., Flora—The Flora Ice, Coal & Lumber Co., capital \$25,000, incorporated; Hal. J. Jones of Flora; J. E. Wilson, 420 N. State St., Jackson.

Mo., Springfield—Springfield Ice and Refrigerating Co., 227 W. Mill St., reported let contract for erection of 80x100-ft. addition at 227 W. Mill St.; 2-story, brick, concrete and steel, fireproof; will probably be completed by May, 1927.

S. C., Charleston—The Seaboard Ice Co., incorporated; Charles Forney, Geo. M.

Tenn., Chattanooga—Z. W. Wheland, Mississipi Ave., North Chattanooga; G. H. Patten, 11th and Georgia Sts.; J. H. Street, Times Bldg., and associates, reported, are completing negotiations for erection of \$750,000 terminal warehouse; structure will be divided into two units, cold-storage plant and dry-storage plant; site for cold-storage plant is 291x200 ft. on Central Ave., will be 4 stories, 120x100 ft., site for warehouse 569x200 ft. on Central Ave.; will be 2 stories, 142x340 ft., with room on the property for an additional structure, making complete building 500 ft. long; beam and reinforced concrete

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

CONSTRUCTION DEPARTMENT

Manufacturers Record

construction, square posts, fireproof; plans include 3 electric elevators with two platforms, 8x8 and 8x15, operated in fireproof walls; install sprinkler system, etc.; plans also include accommodations for cotton, automobiles, canned goods, as well as perishables.

Tenn., Chattanooga—R. A. Jones interested in establishment of ice plant; 15 ton capacity, with two storage rooms and 30 ton capacity ice storage rooms. (See Machinery Wanted—Ice Plant.)

Tex., Fort Worth—Riverside Ice Co., capital \$20,000, incorporated; C. G. Harrold, 909 E. Weatherford St.

Tex., San Antonio—Duerler Manufacturing Co., Herft St., receiving bids for construction of cold-storage building adjoining factory; 1 story, 48x135 ft., reinforced concrete, brick and hollow tile; Harff & Jones, Archts., S. A. Loan and Trust Bldg.

Tex., Sweetwater—Sweet Water Ice and Cold Storage Co. changed name to Crystal Ice & Cold Storage Co.

Land Developments

Fla., Jacksonville—American Bulb Corp., Major Y. O. Brown, Pres.; Wm. O. Mehrrens, Sec.; has secured 20-acre site for development of narcissus bulbs; J. P. Guille, San Jose Blvd., will superintend operations.

Fla., Stuart—City plans expending \$25,000 for municipal ball park. See Financial News—Bond Issues Proposed.

Ga., Atlanta—Lake Forest Corp., 185 Peachtree St., is developing 100-acre subdivision; work to begin in Jan. on street paving, city water, street lights, etc.; expend \$500,000 in 1927 in improvements; Martin C. Hampton, Royal Palm Casino, Miami, Archt.; Albert D. Taylor, Landscape Archt., Orlando; construction by owners.*

La., Lake Charles—Island Plantation Co., Inc., chartered; W. J. Duhig, Levy Bldg.

La., New Orleans—Tammany Real Estate Co., capital \$175,000, incorporated; Geo. Steele, Geo. Williams.

La., New Orleans—Norman Realty Co., Inc., incorporated; Arthur J. Hiller, 1916 Petey Ave.

La., New Orleans—Alberto Vales reported acquired 34 acres in Metairie Ridge; will develop.

La., New Orleans—Morris Hyman, 8203 Oak St., reported to develop 100-acre subdivision with river frontage.

Md., Baltimore—Carpenters Point Realty Corp., 1409 Fidelity Bldg., incorporated; Biscoe L. Gray.

Md., Salisbury—City reported employed Hollis J. Howe, 14 E. Lexington St., and Geo. L. Nichols, 412 Old Orchard Rd., both Baltimore, to plan development of 55-acre park site.

Mo., Joplin—Memorial Burial Park Assn., F. H. Gager, Supt., 1909 Kentucky St., is making preliminary survey of 40 acres for development of cemetery; erect offices, greenhouses, residence, graded streets, install curbs and gutters; cost \$350,000.*

Mo., Kansas City—A. W. Childs & Sons, Inc., chartered by David B. Childs, 4115 Walnut St.

Mo., Maplewood—Century Realty and Construction Co., incorporated; Harold E. Davis, 410 De Bolovene St.

Mo., St. Louis—Clayton Realty Co., capital \$49,000, incorporated; Morris R. Fill, 6014 W. Cabanne St.

Mo., St. Louis—Fairmount Realty Co., capital \$38,000, incorporated; O. H. Kortkamp, 5075 Raymond St.

N. C., Charlotte—V. J. Guthery & Sons, capital \$200,000, incorporated; V. J. Guthery, 4 Queens Rd., Myers Park.

N. C., Durham—North Durham Land Co., capital \$170,000, incorporated; Hunter Jones, Trust Bldg.

N. C., Durham—Federal Security Corp., capital \$30,000, incorporated; E. A. Hughes, Sr., Main St. and Milton Ave.

N. C., Eagle Springs—Marston Orchards, Inc., capital \$25,000, incorporated; J. V. Healey, Pinehurst; Elizabeth A. Gregory, Southern Pines.

S. C., Columbia—Forest Hills, Inc., capital \$100,000, incorporated; J. Earle Davis, Forest Hills.

S. C., Florence—Pee Dee Pecan Co., capital \$10,000, incorporated; T. W. Wallace, J. M. Barnwell.

S. C., Greenville—Garrison Realty Co., incorporated; V. O. Garrison, 107 E. Washington St.

S. C., Mountain Rest—Mountain Rest Lake Corp., incorporated; A. L. Brown, A. M. Brown.

Tenn., Memphis—H. H. Higbee, Porter Bldg., is developing 163 acres for subdivision; pave streets, install electric lights; expend about \$20,000; R. B. Richardson, Constr. Engr., 1686 Lawrence St.; construction by owner.*

Tex., Corpus Christi—Home Financing Co., W. S. Crook, Mgr., 602 Mesquite St., will develop 53-acre subdivision; install paved streets, water, sewers, electric lights.

Tex., Edinburg—Edinburg Country Club is developing golf course on 68 acres; John Bredem, Golf Archt.

Tex., Houston—John H. Cooker, State Natl. Bank Bldg., acquired 24 acres on Telephone Rd.; will develop.

Tex., Houston—R. Emmett Morse, 1611 Hawthorne St.; A. J. Speer, Jr., 2405 Hopkins St., and associates reported interested in development of 511 acres along Bryan Blvd. for golf course, etc.; expend \$180,000 on improvement, including \$80,000 golf course and \$100,000 clubhouse; install water system.

Tex., Houston—Charles K. Horton, 2202 Clay St., acquired 19 acres on Telephone Rd.

Tex., McAllen—Manor Development Co. reported to improve subdivision; pave street, construct swimming pool.

Tex., Rockdale—Rockdale Development Co. increased capital, \$20,000 to \$100,000.

Tex., San Antonio—Bayside Development Co., capital \$10,000, incorporated; C. R. Tyrell, 2013 San Pedro St.

Tex., San Benito—First National Bank, Brownsville, trustees for Gillock Development Co., Chicago, Ill., reported acquired 10,826 acres of uncleared agricultural land.

Va., Newport News—Warwick Realty Corp., capital \$10,000, incorporated; E. K. Phillips, 209 Chesapeake Ave.

Va., Norfolk—Glencove Construction Co., capital \$15,000, incorporated; M. W. Nordlinger, 322 Granby St.

Va., Roanoke—Brown Hill Farm Corp., capital \$50,000, incorporated; I. A. Harvey, Shenandoah Life Bldg.

Lumber Enterprises

Arkansas—Dierks Lumber & Coal Co., 700 Gates Bldg., Kansas City, and its principal subsidiaries, the Choctaw Lumber Co. and Pine Valley Lumber Co., are offering \$6,500,000 first mortgage 6 per cent sinking fund gold bonds through Baker, Fentris & Co., Continental & Commercial Co., both 208 S. La Salle St.; Harris Trust & Savings Bank, 115 W. Monroe St., all Chicago, Ill., and First National Co., 323 N. Broadway, St. Louis, Mo.; timber holdings of company located in four compact areas in southwest Arkansas and contiguous southeast Oklahoma, are estimated at over 2,500,000,000 ft. of standing merchantable timber, an additional approximately 260,000,000 ft. have been purchased under contract; company owns and operated three modern lumber manufacturing plants and have produced an average of 137,000,000 ft. lumber annually; fourth plant being built at Pine Valley, Okla., and fifth to be constructed near Hot Springs, Ark., in connection own and operate 85 miles logging railroad, commissaries, hotels, dwellings, etc.; Herman Dierks, Chmn. of Board.

Mo., Kansas City—The Long-Bell Lumber Co., R. A. Long Bldg., are offering through Halsey, Stuart & Co., E. H. Rollins & Sons, Land Bank Bldg., Hallgarten & Co., and W. A. Harriman & Co., Inc., both 105 S. La Salle St., Chicago, Ill., \$3,250,000 convertible 5-year 6 per cent collateral gold notes.

S. C., Pickens—The Nalley Lumber Co., capital \$10,000, incorporated; S. J. Nalley, T. B. Nalley.

S. C., Shelton—Tiger River Pine Co., capital \$15,000, incorporated; T. T. Adams, T. S. Adams.

W. Va., Parkersburg—Citizens Lumber Co., 450 Second St., has begun rebuilding burned plant.

Metal-Working Plants

Md., Baltimore—Tinware—Edward Katzinger Co., 1949 N. Cicero Ave., Chicago, Ill., reported plans erecting \$1,000,000 plant at Highlandtown for manufacture of tinware; purchased 2½ acre site at Fleet, Eighth and Ninth Sts.; company wires: "Plans not drawn for this building as yet and will not be until next year."

Mining

Alabama—Cherokee Mining Co., Lincoln Life Bldg., Birmingham, reported acquired approximately 40,000 acres coal and iron properties in Etowah and Marshall Counties; plans for development not made.

Ga., Hollywood—Abb Landis, 1110 Ind. Life Bldg., Nashville, Tenn., advises: "Have acquired properties of the Asbestos Mining and Manufacturing Co., located at Hollywood; will operate under name of Hollywood Asbestos Mines; installed new machinery, etc."

Ga., Macon—Arsenic Kaolin Manufacturing Co., capital \$100,000, incorporated; E. Y. Malley, Jr., 632 Vineville Ave.

N. C., Asheville—Eureka Limestone Co., capital \$100,000, incorporated; C. E. Bonesteel, 40 Patton Ave.

Okl., Sand Springs—Sand Springs Lime Co., incorporated; J. S. Greer, R. Tracy.

Tex., Georgetown—Thomas F. Hawkins of Dallas and J. H. Foster of Georgetown interested in development of nitrate mines located in San Saba County.

Miscellaneous Construction

Ala., Mobile—Mobile and Ohio R. R. Co., B. A. Wood, Ch. Engr., St. Louis, Mo., let contract to B. E. Buffalo & Co., Peoples Bank Bldg., Mobile, for rebuilding 400 ft. of elevator conveyor destroyed by storm; estimated cost \$15,000; install \$7000 equipment; conveyor machinery, purchased from Weller Manufacturing Co., 1856 Kostner Ave., Chicago, Ill.

Fla., Stuart—City Comms. contemplates expending \$10,000 on water-front improvements; Don Egbert, City Engr. (See Financial News—Bond Issues Proposed.)*

Tenn., Chattanooga—Tunnel—Hamilton County Highway Comms., T. S. Wilcox, Chmn., soon begin construction of tunnel through Missionary Ridge; receive bids Jan. 11, 1927; A. M. Nelson, Tunnel Engr., courthouse. (See Machinery Wanted—Tunnel.)*

Miscellaneous Enterprises

Ala., Bluemountain—American Net & Twine Co., Col. H. F. Williamson, Mgr., reported contemplates erecting \$200,000 addition to plant, extension to present building 110x120 ft. will be constructed and changes made in present structure; machinery and equipment have been purchased and contract will be awarded soon; new power plant (recently constructed) and other operations will be started when annex is completed.

Ala., Huntsville—Toys and Novelties Manufacturing Co. of Alabama, R. F. Kendall, Mgr., Box 402; equipment for present has been purchased except one 6-in. bench grinder; manufacture metal-cast novelties and toys; later will make wooden specialties. (See Machinery Wanted—Bench Grinder.)*

Ark., Blytheville—The Sternberg Cotton Co., capital \$150,000, incorporated; S. S. Sternberg, A. G. Little.

Ark., Fort Worth—City Comms. contemplates installing automatic traffic control system. Address City Clerk.

D. C., Washington—Hotel Dupont of Washington, capital \$30,000, incorporated; Francis L. McNamee, 2901 Connecticut Ave., N. W.

Fla., Jacksonville—East Coast Preserving Co. advises the following regarding erection of addition to plant: "We are not making an addition to our present plant until next spring."*

Fla., Lake City—The Lake City Reporter, Herbert L. Dodd, Publisher, has plans for new home on Orange St.; 2-story, brick structure; soon begin work.

Fla., Miami Beach—Amusements—Twenty-third Street Realty Co. has permit for rebuilding and remodeling of the Roney Plaza Pools; Robert A. Taylor, Archt., 34 N. Bay Shore Drive.

Fla., Stuart—City Comms. contemplates expending \$12,500 for fire alarm system; Don Egbert, City Engr. (See Financial News—Bond Issues Proposed.)

Fla., Tampa—Seminole Golf Ball Corp., 108 Zack St., organized with J. W. O'Brien, Pres.; R. L. Smith, Sec.; has plant at Twenty-first Ave. and Thirty-fifth St.; to rejuvenate old golf balls.

Ga., Cochran—Mercantile—Cooper-Johnson Co., capital \$10,000, incorporated; R. T. Cooper, J. C. Johnson.

Ga., Savannah—Georgia Maid Co., incorporated; Walter L. Hohenstein, 103 W. Park Ave.

Ga., Savannah—Contracting—Artley Co., 504 E. Bay St., capital \$50,000, incorporated; Wm. H. Artley.

Ga., Macon—Mercantile—Kingman & Ever-

ett, Inc., capital \$20,000, chartered; R. H. Kingman, Jr., 218 High St.

La., Baton Rouge—Printing, etc.—Pike Burden, Inc., capital \$25,000, chartered; Wm. Pike Burden, 407 Lafayette St.

Md., Baltimore—Try-Me Bottling Co., Madison Ave. and Preston St., acquired building; remodel; install bottling equipment; daily output 2400 cases of Try-Me beverages; equipment furnished by Geo. J. Myer Mfg. Co., 576 Clifton St., Milwaukee, Wis., and Liquid Carbonic Co., 31 S. Kedzie Ave., Chicago, Ill. (See Machinery Wanted—Ice Machine.)*

Md., Baltimore—The Dundalk Amusement Co., 2241 E. Monument St., incorporated; Geo. Gaertner.

Md., Baltimore—The Waters Rubber Co., E. Lafayette Ave., capital \$100,000, incorporated; Burns H. Waters.

Md., Baltimore—Restaurants, etc.—North-east River Country Club, Inc., 1408 Fidelity Bldg., chartered; Barnard H. Duff.

Md., Hagerstown—Confectionery—Palace of Sweets, Inc., 20 S. Potomac St., capital \$10,000, chartered; Russell S. Warner.

Miss., Brookhaven—Mercantile—Sam Abrams, capital \$10,000, incorporated; Sam Abrams, Harry I. Samuels.

Mo., Excelsior Springs—Aprons, etc.—Lee Goldsmith, 4828 Agnes St., Kansas City, contemplates establishing garment factory in Excelsior Springs.

Mo., Kansas City—Publishers Acceptance Corp., chartered; Thos. E. Thompson, 3038 Grabd Ave.

Mo., Kansas City—J. R. Hulse Transfer and Storage Co., 1912 Fifteenth St., incorporated; John R. Hulse.

Mo., Kansas City—Union Material and Supply Co., capital \$60,000, incorporated; John B. Rust, 5501 Mission Drive.

Mo., Kansas City—Vending Machines—Old World Parfum Co., H. C. Clark, Sec., 1120 Chambers Bldg., will manufacture vending machine to dispense perfumes. (See Machinery Wanted—Counters; Plate Glass; Bottles; Perfumes, etc.; Mirrors, etc.; Boxes, etc.)*

Mo., Neosho—Pet Milk Co., Arcade Bldg., St. Louis, Mo., advises the following regarding the establishment of plant as lately noted: "We have made no decision as to the establishing of a plant at Neosho."*

Mo., St. Louis—St. Louis Bakers Co-Operative Assn., 210 Market St., reported acquired 300x118-ft. site, cor. Theresa and Chouteau Ave.; will improve property.

Mo., St. Louis—Advertising—Bringhurst Display Co., incorporated; Seebert G. Jones, 415 Pine St.

Mo., St. Louis—Stetson Glove Co., incorporated; Sidney I. Rothschild, 5201 Westminster.

Mo., St. Louis—Typography, etc.—Type Art, Inc., chartered; E. W. Harrold, 7526 Warner St.

Mo., St. Louis—Preserves—Best-Clymer Co., 425 W. Davis St., reported absorbed the Bayle Food Products Co. on Convent Block at Broadway and Hickory St.; take over common stock of the Bayle house; products will continue under their own name.

Mo., St. Louis—Merchandise—A. K. Howell Co., capital \$15,000, incorporated; A. K. Howell, 55 Jay St.

Mo., Springfield—Lippman Baking Co., capital \$25,000, incorporated; Selby R. Phillips, 460 E. Delmar St.

N. C., Asheville—Wearing Apparel—National Operating Co., capital \$50,000, incorporated; Harry Livingston, 141 Broadway.

N. C., Asheville—C. and R. Furniture Co., Inc., capital \$25,000, chartered; T. J. Roberts, 115 Arlington St.

N. C., Belmont—Park Street Mercantile Co., capital \$20,000, incorporated; T. L. Stowe, W. P. Stowe.

N. C., Charlotte—Dairy Equipment—Hackney Brothers Co., Inc., capital \$100,000, chartered; W. L. Waller, 2171 E. Fifth Street.

N. C., Fairmont—Fertilizer Materials—Bullock, Bristow & Fenegan, Inc., capital \$100,000, chartered; A. R. Bullock, W. F. Bristow.

N. C., Greensboro—Mi-Valet, Inc., John C. Caffey, Mgr., have new building under construction at 815 Battleground Ave.; will install most modern machinery for cleaning, dyeing and pressing.

N. C., Greensboro—Pomona Drug Co., capital \$25,000, incorporated; A. G. Pindexter, 424 N. Pard Drive.

S. C., Greenville—The Great American Life Insurance Co., Woodsid Bldg., capital \$100,-

000, incorporated; Frank F. Martin, J. Norwood Cleveland.

N. C., Hendersonville—Hendersonville Hardware Co., Inc., capital \$100,000, chartered; R. L. Edwards, A. S. Rubenstein.

N. C., Rocky Mount—Merchandise—Geo. S. Edwards & Co., capital \$150,000, incorporated; Geo. S. Edwards, R. Clarence Brake.

N. C., Hickory—Manufacturing—Shuford Mills, Inc., capital \$100,000, chartered; A. Alex Shuford, J. W. Warlick, J. W. Warlick.

Okla., Crescent—Oklahoma Yam Co., C. H. Pittman, Mgr., are preparing to build ten plants for curing and storing sweet potatoes, to be located at ten different locations in Oklahoma; reinforced concrete construction, concrete floors, sheet iron roof, each about 60x175 ft.; construction by owner; Charles E. Rattliff, Constr. Engr. (See Machinery Wanted—Cement; Roofing; Lumber; Crates or Hampers.)

Okla., Seminole—The Brauer Machine Co., capital \$10,000, incorporated; Walter Brauer, A. M. Campbell.

Okla., Tulsa—City Comms. will develop park and playground, utilizing old site of waterworks system on banks of Arkansas River.

Okla., Tulsa—Super Heat Products Co., capital \$25,000, incorporated; Paul C. Hughes, 1516 E. Sixth St.

S. C., Charleston—Produce, etc.—W. H. Lee & Co., capital \$10,000, incorporated; Wm. H. Lee, 42 Wentworth St.

S. C., Florence—Southern Builders, Inc., capital \$10,000, chartered; E. M. Lawton, R. K. Rutledge.

Tenn., Chattanooga—Liberty Amusement Co., capital \$10,000, incorporated; M. H. Silverman, 620 N. Sixth St.

Tenn., Kingsport—Leather—Kingstan Extract Co., E. M. Leonard, Pres., St. Louis, Mo., formerly known as Kingsport Extract Corp., will be operated by interests of Hamilton-Brown Shoe Co., 1140 Washington St., St. Louis, Mo., and Ladew-Jones Co., 105 South St., Boston, Mass.; full operations of local plant will be given over to manufacture of sole leather.

Tenn., Knoxville—The Fulton Sylphon Co., W. M. Fulton, Pres., Kingston Pike, will be incorporated as successor to the Fulton Co. (a Maine corporation); plant covers approximately 11½ acres ground, 16 buildings of modern concrete and brick construction, equipment and machinery, having 250,000 sq. ft. floor space; will offer 100,000 shares common stock (no par value) at \$39 a share through Chas. D. Barney & Co., Hallgarten & Co., Inc., 105 La Salle St., Chicago, Ill., and Reynolds Co., Inc.

Tenn., Maryville—City Comms. let contract to American-La France Fire Engine Co., Inc., Elmira, N. Y., for fire-fighting engines and equipment.

Tenn., Memphis—W. B. Johnson Well Co., capital \$10,000, incorporated; Albert Goldberry, 1201 Dunnivant St.

Tenn., Memphis—Tri-State Bakers' Supply Co., capital \$10,000, incorporated; Reuben Groskind, 110 Jeff St.

Tex., Corpus Christi—Eureka Laundry, J. W. Putman, Owner, Blucher and Waco Sts., let contract to E. W. Belton at \$15,000 for construction of laundry addition; 1 story, brick, tile and stucco, concrete floors; Hamon & Co., Archts., McDonald Bldg.*

Tex., Dallas—The Matson Hotel Operating Co., capital \$25,000, incorporated; A. M. Matson, 3727 Miramar St.

Tex., Dallas—Lawson Rubber & Manufacturing Co., J. R. Lawson, Pres., 1329 Plowman St., will rebuild plant burned at loss of \$100,000.

Tex., Eagle Pass—International Electric Co. changed name to Electric Service Co., increased capital, \$210,000 to \$479,000.

Tex., Fort Worth—Super-Heat Manufacturing Co., incorporated; H. C. Rhome, Jr., L. D. Ladd.

Tex., Houston—Petroleum Building Co. increased capital, \$200,000 to \$500,000.

Tex., Houston—Mission Provision Co., 600 St. Emanuel St., reported leased 2-story reinforced concrete building on Commerce St.; will install new equipment and machinery for packing purposes, estimated cost \$40,000.

Tex., La Grange—Coca-Cola Bottling Co. of La Grange, incorporated; R. S. Lesage, Henry Mayer.

Tex., Le Feria—Barber Feed & Tile Co.,

capital \$30,000, incorporated; C. E. Barber, W. S. Brock.

Tex., Lubbock—City contemplates purchasing additional fire fighting equipment; W. H. Perkins, City Mgr.

Tex., Sabine—Menhaden Development Co. and Sabine Fish, Oil and Fertilizer Co. merged and will be known as Gulf Coast Fisheries Co.; will remodel plant and put two new boats with refrigeration apparatus to work; general offices will be in Beaumont; William T. Dean, Beaumont, organizer.

Tex., Waco—The Van Eman Construction Co. increased capital, \$50,000 to \$100,000.

Tex., San Antonio—Steurnagel Meat Co., capital \$30,000, incorporated; R. E. Bryant, 717½ Commerce St.

Tex., San Antonio—Texas Concentrate & Syrup Co., capital \$10,000, incorporated; Ralph H. Durkee, Gunter Bldg.

Va., Berkley, Ind. Sta. Norfolk—The Fanning Bread and Butter Pickle Co., Inc., A. B. Fanning, Pres. of Streator, Ill., subsidiary of the American Linseed Co., reported, will establish pickle manufacturing plant; leased with option to buy the Berkley Fiber plant, just off Indian River road; will remodel and install modern equipment; initial investment approximately \$75,000.

Va., Norfolk—Apartments, etc.—Rochambeau, Inc., capital \$30,000, chartered; C. S. Grant, Natl. Bank of Commerce Bldg.

Va., Richmond—Consolidation of the Lawyer's Title Insurance Corp., E. B. Thompson, Pres., Law Bldg., Eighth and Main St., and the Real Estate Title Guaranty Corp., Arden Howell, Pres., 1007 E. Main St., into a \$1,000,000 concern, has been approved by Board of Directors.

Va., Salem—Ortho-Vent Shoe Co., Inc., capital \$50,000, chartered; W. Lee Brand, L. S. Ahalt.

W. Va., Salem—Modern Co-operative Window Glass Co. (newly organized) reported acquired the Modern Window Glass Co.; the property consists of 3½ acres land, building, fixtures and improvements thereon, factory equipment, machinery, materials and supplies, etc.

Motor Bus Lines and Terminals

Ala., Greenville—D. W. Blalock will operate bus line from Greenville to Ft. Deposit and Montgomery; has Pullman type bus, capacity 20 passengers.

Motor Cars, Garages, Filling Station

Ark., Eldorado—Grover Pratt, 514 North West Ave., contemplates erecting \$20,000 garage; 1 story, 60x150 ft., brick, concrete floors and repair pits, built-up tar and gravel roof, plumbing, electric wiring, etc.*

Ark., Eldorado—Dr. J. G. Mitchell reported plans erecting \$65,000 garage and sales room on Grove and North West St.; 2-story, 100x150-ft., brick, reinforced concrete, tile and concrete floors, steel sash, tar and gravel roof, plumbing, etc.*

Ark., Jonesboro—Gulf Refining Co. of La. Church and Huntington Sts., will erect 1-story drive-in service station; brick and concrete, concrete floor, tile roof; have own construction department; install small air compressor. (See Machinery Wanted—Air Compressor.)*

Fla., Jacksonville—O. P. Woodcock, Duval Bldg., has permit for erection of \$15,000 garage for Windsor Hotel on Julia St.; 1 story, brick.

Md., Baltimore—Standard Oil Co. has permit to install tanks and pumps at Edmondson Ave. and Bentzou St.

Md., Baltimore—Harry Fried, 1726 N. Charles St., leased 2-story building at 1101-05 Maryland Ave.; use for automobile accessories.

Md., Baltimore—The United Railways & Electric Co. filed petition with Public Service Comm. asking right to consolidate four bus lines controlled by company under name of the Baltimore Coach Co.

Miss., Natchez—The Standard Oil Co. of Ky. acquired site, cor. Rankin and Jefferson St.; will erect filling station.

Miss., Osbyka—The Osbyka Motor Co., capital \$10,000, incorporated; R. D. Brock of McComb; E. D. Fortenberry of Osbyka.

Miss., Otta Bena—Allen's Service Station, Inc., capital \$50,000, chartered; C. W. Allen, M. J. Allen.

Mo., Kansas City—Benzo-Gas Motor Fuel Co. will erect filling and service station, leased site cor. Twenty-fifth St. and the Paseo.

Mo., Perryville—Automobiles, etc.—Moore

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

CONSTRUCTION DEPARTMENT

Manufacturers Record

& Brewer, Inc., capital \$10,000, chartered; Albert F. Moore, Anthony J. Brewer.

Mo., St. Louis—Fisher Automotive Service Co., 618 Whittier St., incorporated; Geo. Fisher, Sr.

N. C., Asheville—Harry's Motor Inn, Harry Bloomberg, Owner, 27 Walnut St., reported contemplated erecting \$13,000 building on Market St., 115x90 ft.

N. C., Charlotte—Carolina Oldsmobile Co., capital \$50,000, incorporated—F. P. Brown, Dixie Road.

N. C., Hendersonville—Carolina Oil & Supply Co., capital \$150,000, incorporated; T. J. Stocks, Fifth Ave. W.

N. C., Washington—Susman Motor Co., capital \$100,000, incorporated; B. L. Susman, B. L. Susman, Jr.

Okla., Greenfield—The Watonga Motor Co., incorporated; E. F. Hall, W. F. Duncan.

Okla., Tulsa—Walter Perryman has permit for remodeling garage at 720 S. Cincinnati St.; estimated cost \$25,000.

S. C., Columbia—The Cadillac Co., capital \$50,000, incorporated; H. D. Fulmer, J. H. Lee.

S. C., Hemingway—Brown Motor Co., capital \$10,000, incorporated; Allen Brown, L. B. Coleman.

S. C., Pamlico—Brown-Chevrolet Co., capital \$10,000, incorporated; Allen Brown, W. B. Brown.

Tenn., Knoxville—W. L. Clapp, 2200 N. Broadway, has permit for erection of filling station, cor. Broadway and Atlantic; tanks will have capacity of 530 gals.

Tenn., Memphis—Dave Dermon, Dermon Bldg., will erect garage building, cor. Pauline St. and Eastmoreland Ave., brick, concrete and steel construction; estimated cost \$50,000; W. C. Lester, Archt., Dermon Bldg.

Tenn., Memphis—Armored Motor Service Co., 165 Jefferson St., capital \$10,000, incorporated; Julian Bonderer.

Tex., Amarillo—Mauland Refining Co., 601 Jackson St., will erect \$10,000 filling station, 1 story, brick and concrete; construction by day labor.

Tex., Dallas—Fullwiler & Johnson contemplate building \$50,000 automobile salesroom; probably call for bids in January; Bayard M. Smith, Archt., 914 College St.

Tex., Houston—Meador Motor Co., N. Eugene Meador, Jr., Pres., Main and Dallas St., reported let contract to T. B. Hubbard Construction Co., Bankers Mortgage Bldg., for \$120,000 sales and service building, located at Milan and Clay St.; 3 story, 100x125 ft., reinforced concrete and brick, stone trim, tile floors; install ramps instead of elevator; Alfred C. Finn, Archt., Bankers Mortgage Bldg.

Tex., Wichita Falls—Willis-Knight Whippet, Inc., capital \$50,000, chartered; J. A. Kemp, City Natl. Bank Bldg.

Va., Abingdon—Midland Oil and Gas Co., capital \$10,000, incorporated; R. S. Bunts, H. C. Gilmer, both Pulaski.

Va., Richmond—The Standard Gas and Oil Supply Co., O. B. Harvey, Pres., Clifton Forge, Va., reported will occupy service station to be erected cor. Monroe and Broad Sts.; Lee, Smith & Van Dervoort, Archts., 15 N. 11th St., receiving bids; to be operated under name of "Harvey System Service Station."

Railway Shops and Terminals

Ala., Mobile—See Miscellaneous Construction.

Roads, Streets and Paving

Large sums are being expended for roads, streets and paving in connection with Land Development operations. Details will be found under that classification.

Proposed Construction

Alabama—State Highway Comm., Montgomery, receives bids Jan. 12 for 5 roads and several bridges; Pike County, 11.51 mi., between Troy and Crenshaw County line toward Luverne, 140,500 cu. yd. excavation and borrow, 43,291 lbs. reinforcing steel, 53,000 cu. yd. sand-clay surfacing, 149,000 ft. treated timber bridges; 3,481 mi. between Valley Head and Mentone, 100,000 cu. yd. excavation, 45,000 lbs. reinforcing steel, 49,200 cu. yds. gravel or chert surfacing, 150 lin. ft. concrete overhead bridges, over A. G. S. R. R.; Coosa County, 8.135 mi., between Rockford

and point on highway between Wetumpka and Goodwater, 79,057 cu. yd. excavation and borrow, 17,234 lbs. reinforcing steel, 42,000 cu. yd. topsoil surfacing.

In Bibb-Tuscaloosa County, 4.61 mi., between end of Federal Aid Project No. 120 near Woodstock to point between Tuscaloosa and Birmingham, 58,068 cu. yd. excavation and borrow, 19,102 lbs. reinforcing steel, 1 overhead crossing over A. G. S. R. R. at Woodstock; Pike County, 10,076 mi., between banks and Bullock County line toward Union Springs, 35,000 cu. yd. excavation and borrow, 18,343 lbs. reinforcing steel, 28,000 cu. yd. sand-clay surfacing, 255 lin. ft. treated timber bridges; Conecuh County, overhead crossing on Louisville and Nashville R. R., near Repton; plans on file and from Div. Engr.: W. A. McCalla, State Highway Engr.

Alabama—State Highway Comm., Montgomery, receives bids Jan. 14 for 3 roads and several bridges: Choctaw County, 5 mi. road, from Butler south, 100,000 cu. yd. excavation and borrow, 61,000 lbs. reinforcing steel, 19,000 cu. yd. sand-clay surfacing, 210 lin. ft. creosoted timber bridges; Franklin County, 10,000 sq. yd. sand-rock and lime-rock asphalt, hot mix, on cement concrete base, 1:2½ :5 mix concrete, 23 catch basins; Russell County, 6.2 mi. clay-gravel, between Searle and Girard, 51,500 cu. yd. clay gravel, widen concrete bridge across Cochegalee Creek; plans on file; W. A. McCalla, State Highway Engr.

Ala., Birmingham—City Comm. may pave Sixteenth St., Finley Ave. to Twenty-eighth St., approximate cost \$15,000; A. J. Hawkins, City Engr.

Ala., Marion—Town, I. J. Dunklin, Mayor, receives bids Jan. 18 to grade, drain and pave Washington St.; 1700 cu. yd. excavation, 4600 sq. yd. plain cement concrete paving; plans on file.

Ala., Mobile—City Comm. plans expending over \$1,000,000 for bitulithic surfacing on various streets, including Warren, Beauregard, Joachim and Armistead.

Fla., Fort Pierce—State Road Dept., Tallahassee, plans building 18-ft. section Dixie Highway, Fourth St., through center of city.

Fla., Gainesville—Florida State Board of Control, P. K. Yonge, Chmn., receives bids Jan. 17 for about 3500 sq. yd. paving on campus of University of Florida; plans from Rudolph Weaver, Archt., and Prof. George E. Barnes of Engineering College, University of Florida.

Fla., Green Cove Springs—City, L. C. Fisher, Mayor, plans street improvements: Widen Idlewild Ave., from Green Cove Springs to new county highway at Penney Farms and Starke; pave Orange Ave., from center of city to northern limits at Governor's Creek Bridge; pave series of streets in Penmore Place and other residence sections on north side Green Cove Springs; repave highway from Green Cove Springs south to West Tocoi and building new thoroughfare from city limits to western approach to Shands' toll bridge.

Fla., Manatee—Manatee County Commrs., Bradenton, plan improving Academy St. from eastern limits of Manatee to Griffin St.

Fla., Sanford—Seminole and Brevard County Commrs. and State Road Dept., Fons Hathaway, Chmn., Tallahassee, considering 18-ft. rock base and Finley Method surfacing, State Road No. 44, including widening 10 mi. from Titusville, Fla., to Volusia County line, from 9 to 18 ft. hard surfacing 6 mi. Volusia County section, constructing bridge across St. Johns River, paving about 6 mi. in Seminole County to Geneva, Fla. Lately noted Chamber of Commerce interested.

Fla., Sanford—City Comm., W. B. Williams, Mgr., receives bids Jan. 10 to grade, drain and pave 8 streets, Third, Central St. and Persimmon Ave.; 33,113 sq. yd. sheet asphalt on 3-in. sand base and 6-in. rock base; plans on file and from Fred T. Williams, Engr.

Fla., Stuart—Martin County Commrs., H. N. Gaines, Chmn., receives bids Jan. 4 for 1 mi. grading and drainage structures, Rodgers-King road; plans from E. H. Gibson, County Engr.

Fla., Tampa—City Comm., Mayor Walls, plans receiving bids for paving 25 streets in various sections, including Citrus, Twenty-fourth Ave., Fourteenth, Ninth St.

Fla., West Palm Beach—Palm Beach County Commrs., Fred E. Fenno, Clk., receive bids Dec. 31 for 2 sections of road: 3000 ft. hard surfaced road along East and West Quarter Line, Sec. 6, Township 41 South, from Dixie Highway to East Coast Canal; 11,800 lin. ft. widening Center St. to 16 ft. from Dixie Highway to intersection with Road "A," or Indiantown road; plans from Jake Boyd, County Engr.

Fla., Winter Haven—City plans paving 9 streets.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Ga., Cartersville—City, H. C. Nelson, Mayor, receives bids Dec. 31 for sheet asphalt and Finley sheet asphalt paving and storm drainage: 3200 sq. yd. pavement and reconstructed base course; plans from Thos. A. Upshaw, Clk., and Knox T. Thomas, Engr., 612 McGlawn Bldg., Atlanta.

Ga., Quitman—City Commrs. plan 87 additional blocks street paving under Baby Bond plan.

Kentucky—State Highway Comm., Frankfort, receives bids in March for 14 roads: Marshall County, grade and drain Eggers Ferry-Renton road; Lyon County, grade and drain Kuttawa-Caldwell County road; Davies County, 18-ft. surfacing, Stanley-Owensboro road; 18-ft. surfacing, Maceo-Pates road; Union County, grade and drain Morganfield-Shawneetown; Hardin County, 14-ft. surfacing, Radcliffe-Vine Grove; 16-ft. surfacing, Elizabethtown-Leitchfield; Adair County, 4.7 mi. grade and drain, Columbia-Greensburg; Bourbon County, 3.5 mi. surfacing, Paris-Georgetown; Henry County, 10 mi. grade and drain, Pleasureville-Franklin County; Oldham County, 12.35 mi. surfacing, LaGrange-Louisville; Pulaski County, surfacing Somerset-Burnside; rebuild Burnside-Wayne County; McCreary County, 6 mi. surfacing, Whitley City north; Nicholas County, Carlisle-Moorefield; E. N. Todd, State Highway Engr.

La., Abbeville—Vermilion Parish Police Jury, R. J. Montague, Pres., receives bids Jan. 15 to furnish gravel and for grading, drainage, culverts and small bridges on 4 roads in Road Dist. No. 5: Route 1, about 2.5 mi. from Abbeville-Intracoastal Canal highway at Sta. 242 and 22, then east of Bunker, on Bayou Vermilion route; Route 2, 3.8 mi. from Coulee Kinney Bridge, near mouth of Coulee Kinney, then south and west along township line; Route 3, 1.2 mi. from Abbeville-Intracoastal Canal highway at Sta. 133 and 82, to corner of P. L. Nugier's property; Route 4, 2.5 mi. from Abbeville-Intracoastal Canal highway, Mountain's cove west; plans from R. I. Tanner, Engr.

La., Gretna—Jefferson Parish Police Jury plans 10 mi. highway on bank of Bayou Barataria from Wagner Ferry to Davis Plantation.

La., Jennings—Louisiana Highway Comm., Baton Rouge, receives bids Jan. 11 to furnish gravel and build 12.185 mi. Jennings-Elton Highway, Jefferson Davis Parish, from point about 6½ mi. north of Jennings to intersection with State Route No. 7, about 1½ mi. east of Elton; plans on file; W. B. Robert, State Highway Engr. Lately noted bids Dec. 21.

La., Lafayette—City, R. L. Moulton, Mayor, plans widening Vermilion St. to 22 ft. from St. John St. westward; Val E. Smith, City Engr.

Md., Baltimore—City, Howard W. Jackson, Mayor, plans expending about \$1,250,000 to pave sections of 150 streets with sheet asphalt and cement concrete in 1927; Steuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr.

Md., Baltimore—Board of Awards receives bids Jan. 5 to repair concrete footways; Steuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr.; Howard W. Jackson, Mayor.

Miss., Lexington—Board of Aldermen, C. A. Glover, City Clk., considering tiling Tehula St. from Baptist Church to north end Lexington High School lot.

Miss., Ellisville—Jones County Board of Directors, H. S. Collins, Chancery Clk., receives bids Jan. 5 for concrete drains and graveling on about ½ mi. Jackson Highway, Beat No. 1; plans on file.

N. C., Durham—City, C. V. Alston, Clk., receives bids Jan. 4 for about 3000 ft. grading extensions of Liberty and Elizabeth Sts., and Norfolk and Western underpass; H. W. Kueffner, Director of Public Works.*

Okla., Guthrie—Logan County receives bids Jan. 4 for 5,9602 mi. hard surface road, near Guthrie. Address County Clk.

Okla., Tulsa—City Comm. contemplates paving Atlanta Ave., Fourth Place to Fifth St. Address City Clk.

S. C., Columbia—City plans street paving and sewers; cost \$800,000. Address City Clk. See Financial News—Bond Issues Proposed.

S. C., Georgetown—State Highway Comm. plans grading, regrading and sand-clay surfacing, constructing necessary drainage structures under 20-ft. spans, and building 3 small bridges on Route No. 40; will let contract at once on section Route No. 40, from Black River Bridge to 3 mi. south of Yauhannah Bridge.

Tenn., Memphis—City, C. C. Pashby, Clk., receives bids to improve Madison Ave., Clay-

brook to Watkins St.; Wm. B. Fowler, City Engr.

Tenn., Memphis—City, C. C. Pashby, Clk., plans 3000 ft. 72-ft. wide street improvement, asphalt on concrete foundation, curbing, guttering, sidewalks, excavation, estimated cost \$120,000; Wm. B. Fowler, City Engr.*

Tex., Alamo—City, J. G. Cox, Mayor, plans paving sections of several streets; cost \$35,000.

Tex., Alice—City plans paving Main St. Address City Clk.

Tex., Carthage—Panola County, Thos. E. Brown, County Judge, plans 8,916 mi. grading, drainage structures, Highway No. 64, DeBerry to Bethany; estimated cost \$97,000; D. E. Martin, County Engr.

Tex., Conroe—Montgomery County, W. H. Lee, County Judge, plans 6.31 mi. grading, bridges and gravel surfacing, Highway No. 19, Huntsville-Conroe road, from Walker County line south; estimated cost \$108,000; J. R. Spiller, County Engr.

Tex., Dallas—City, R. A. Wylie, Street Commr., authorized bids to pave 32 streets; E. A. Kingsley, City Engr.

Tex., Decatur—State Highway Comm., Eugene T. Smith, Chmn., Austin, receives bids Jan. 5 for 7.2 mi. maintenance Highway No. 2, Montague County line to Alvord; Type 1, 1 1/4 in. rock asphalt (hot mix), bituminous concrete (modified Topeka mix), 1 1/4 in. Finley method Topeka macadam; Type 2, inverted penetration asphalt, single treatment, 5 gal. per sq. yd. (item No. 59), without headers, Wise County; plans on file and from Geo. T. Morrison, Res. Engr., Bowie, and 1137 Athletic Club Bldg., Dallas; A. C. Love, State Highway Engr.

Tex., Laredo—Webb County, A. Winslow, County Judge, plans 12,460 mi. grading and caliche surfacing, Highway No. 12-A, from Olton to Duval County line; estimated cost \$127,000; T. E. Huffman, County Engr.

Tex., Lubbock—City Comm. receives bids Jan. 10 for 62,000 sq. yd. permanent paving; approximate cost \$200,000; F. W. Grace, Sec.; Marlin Smith, City Engr.

Tex., Matador—Motley County, C. L. Glenn, County Judge, plans road building; cost \$200,000. See Financial News—Bond Issues Proposed.

Tex., Montague—State Highway Comm., Eugene T. Smith, Chmn., Austin, receives bids Jan. 5 for 17.6 mi. maintenance Highway Nos. 2 and 50, Montague County, from Clay County line to Bowie, Bowie to Wise County line; Type 1, 1 1/4 in. rock asphalt, 1 1/4 in. Mod. Topeka, 1 1/4 in. Finley method Topeka macadam; Type 2, inverted penetration asphalt single treatment, .5 gal. per sq. yd. (item No. 59); plans on file and from Geo. T. Morrison, Res. Engr., Bowie, and 1137 Athletic Club Bldg., Dallas; A. C. Love, State Highway Engr.

Tex., Paducah—Cottle County, James M. Whattey, County Judge, plans road building in Road Dists. Nos. 1 and 3, cost \$152,000; highway building, \$648,000. See Financial News—Bond Issues Proposed.

Tex., Seguin—Guadalupe County, J. B. Williams, County Judge, plans road building; cost \$480,000. See Financial News—Bond Issues Proposed.*

Va., Eastville—Northampton County plans extending about \$200,000 for about 7 mi. concrete road from Shadyside north. Address County Comms.

W. Va., Charleston—City, W. W. Wertz, Mayor, plans extending Fayette St., West Charleston, from Delaware Ave. to Charleston St.; H. C. Walker, Mgr.; H. L. Campbell, City Engr.

W. Va., Fairmont—City Board of Directors receives bids Feb. 1 to pave Newton St. Merchant to Columbia.

W. Va., Wheeling—City may receive bids to pave various streets with concrete, amiesite and asphalt. Address City Clk.

Contracts Awarded

Ark., Pine Bluff—Rowan & Pickard, Pine Bluff, awarded contract at about \$40,000 for concrete curb, gutter and sidewalks, grading streets and storm sewers in Dist. No. 3.

Fla., Fernandina—City, H. P. Livingston, Clk., let contract to T. B. Gillespie, Palatka, at \$86,367 for 28,000 sq. yd. paving, with curb, gutter and appurtenances.*

Ga., Columbus—City, H. B. Crawford, Mgr., let contract to Campbell Contracting Co., 1312 10th Ave., Columbus, for 6672 lin. ft. cement concrete combined curb and gutter and grading roadways in various streets.*

Ga., Nashville—City, L. S. Parrish, Mayor, let contract to Pittman Construction Co., Rhodes Bldg., Atlanta, for 15,000 yd. concrete

paving and 5000 yd. sidewalk; estimated cost \$60,000.*

La., Homer—Town, Grady Mullinix, Clk., let contract to Phoenix Construction Co. at \$21,000 for 6-in. 1-2-3 reinforced concrete paving on Main St.; 1643 ft. sidewalks, curb, gutters, etc.*

La., Shreveport—Caddo Parish Police Jury, J. M. Sentell, Pres., let contract to Girault & LeGardeur, 617 Slattery Bldg., for 2 1/4 mi. grading, graveling several concrete culverts and creosoted pile bridge, steel stringers; estimated cost \$38,000.*

Miss., Lexington—City, C. A. Glover, Clk., let contract to E. A. Finch, Citizens Bank Bldg., Hattiesburg, at \$60,000 to pave 6 streets with 5-in. concrete base, 1-in. sand cushion, overlaid with 2 1/2-in. fiber brick, asphalt filler and coating.

Missouri—State Highway Dept., Jefferson City, let contracts for 46 roads and 2 bridges:

Saline County, 3,955 mi. 9-ft. concrete, E. D. Tyner Construction Co., 14th and Elmwood St., Kansas City; Platte County, 2,860 mi. 9-in. concrete, Excelsior Springs Construction Co., Excelsior Springs, Mo.; Ralls County, 14,991 mi. 18-ft. gravel, Cottle, Campbell & Co., Troy, Mo.; Ste. Genevieve County, .668 mi. 18-ft. gravel, Kiefner & Geile, Perryville, Mo.; Washington County, 4,877, 4,873 and 4,863 mi. 18-ft. gravel, Kiefner & Geile; Audrain County, 3,930, 4,119 and 3,503 mi. 30-ft. graded earth, M. D. Stebbins, Fredericktown, Mo.; Carroll County, 28-ft. bridge, Thomas & Samson, Bonnotte Mill, Mo.; Jasper County, 2,161, 4,132 and 4,765 mi. 30-ft. graded earth, Maxwell Construction Co., Columbus, Kan.; Bates County, 4,890, 3,750, 4,072 and 1,912 mi. subsoil treatment, Meyer Construction Co., Billings, Mo.; Cass County, 3,141, 4,753 and 4,441 mi. subsoil treatment, Pioneer Construction Co., 270 Glover Bldg., Kansas City; Barton County, 4,039 and 4,069 mi. 30-ft. graded earth, J. K. McLaren & Sons, Malta Bend, Mo.; Jackson County, widen 29-ft. bridge, Thomas & Samson, Livingston County, 258 mi. 30-ft. graded earth, Pitts Des Moines Steel Co., Des Moines, Iowa.

Tentative: Boone County, 3,184, 4,743 and 3,817 mi. 18-ft. concrete, Independent Construction Co., Pittsburgh, Kan.; Grundy County, 4,834 mi. 9-ft. concrete, Dobson-Robinson, Lincoln, Neb.; Livingston County, 4,001 mi. 18-ft. concrete, Excelsior Springs Co.; 3,751 mi. 9-ft. concrete, Dobson-Robinson; Caldwell County, 4,375, 3,669 and 4,077 mi. 30-ft. graded earth, Knutson Bros., Chariton, Iowa; Livingston County, 4,104 and 2,592 mi. 30-ft. graded earth, Fogelman-Davidson, DeSoto, Mo.; Vernon County, 4,083 mi. 30-ft. graded earth, Gray Construction Co., Marshall, Mo.; 4,115 mi. 30-ft. graded earth, J. M. Roark & Sons, Anderson, Mo.; Butler County, 4,454 mi. 9-ft. concrete and 4,034 mi. 7-ft. gravel, Kochitzky & Prosser, Cape Girardeau; Franklin County, 2,642 and 2,434 mi. 18-ft. concrete, Dobson-Robinson; Jefferson County, 2,455 and 2,643 mi. 18-ft. concrete, Joseph Kesl & Sons, Edwardsville, Ill.; Lafayette County, 1,771 mi. 9-ft. concrete, E. D. Tyner Construction Co., Kansas City; Saline County, 4,068, 4,369 and 4,597 mi. 9-ft. concrete, E. D. Tyner Construction Co.*

Mo., St. Louis—Board of Public Service let contracts at \$158,952 to pave 14 streets: Bridges Asphalt Paving Co., 3700 Chonto St.; M. L. Flinn Paving Co.; Granite Bituminous Paving Co., Railway Exchange Bldg.; Trinity Asphalt Manufacturing Co., Title Guaranttee Bldg.; C. A. Moreno, Inc., Syndicate Trust Bldg.; Webb-Boone Paving Co., 5103 Tyler St.; Eyerman Construction Co., 1216 S. Grand Ave.; Alfred Lewald, Inc., 1219 Amherst St.; Skrainka Construction Co., Security Bldg.*

N. C., Laurinburg—State Highway Comm., Raleigh, let contract to Noll Construction Co., 7 S. Mint St., Charlotte, at \$133,219 for 8,000 mi. hard surface paving Route 203, from intersection of Route 203 and 20, to South Carolina line.

Ola., Oklahoma City—City, W. E. Moore, Commr. of Works, let contract to Western Paving Co., Traders National Bank Bldg., at \$57,017 for 7000 sq. yd. 2-in. asphalt-Warrenite bitulithic pavement on 6-in. concrete base, 8800 ft. curbing, 25,000 sq. ft. sidewalk, 3000 cu. yd. excavation.*

Tennessee—Tennessee Dept. of Highways and Public Works let contracts for 9 roads and 21 bridges: Gibson-Carroll Counties, 9,630 mi. grading and drainage, Highway No. 77, Hinson Brothers, Muskogee, Okla., \$47,376; Gibson County, 3 concrete bridges over 20-ft. span; L. J. Utley & Co., Mt. Vernon, Ind., \$54,491; Carroll County, 11,094 mi. grading and drainage, Highway No. 77, including 7 treated timber bridges, R. E. Martin, Selmer, Tenn., \$104,500; Meigs County, 16,522 mi. grading and drainage, Highway

No. 58, R. A. Scott, Selmer, \$111,991; Lincoln County, 310-ft. concrete and steel bridge over, with approaches to, Elk River; State Highway No. — near Fayetteville, 100-ft. steel span and 7 concrete deck girder spans; Unicoi County, 9,381 mi. grading and drainage, Highway No. 36, including 20-ft. bridge, Hughes & Ray, Newland, N. C., \$111,419; Crockett County, 14,297 mi. Highway No. 20, including 2 concrete bridges, S. R. Hall & Co., Newbern, Tenn., \$77,659; Lauderdale County, 14,750 mi. State Highway No. 19, 2 treated timber bridges, R. E. Martin, \$86,951; 5,121 mi. Highway No. 19, concrete bridge over 20-ft. span, Cresap Brothers, Humboldt, \$31,555.*

Tex., Abilene—City let contract to West Texas Construction Co., Abilene, at about \$32,000 for 6 blocks Warrenite bitulithic paving on S. Eleventh St.

Tex., Amarillo—City, Jeff D. Bartlett, Mgr., let contract to Texas Road Co., Santa Fe Bldg., Dallas, at about \$3.90 per yd. for 46,000 yd. paving.

Tex., Longview—City, S. H. Bothwell, Mgr., let contract to Thurber Construction Co., F. and M. Bank Bldg., Fort Worth, at about \$3.90 per yd. for 4950 yds. reinforced concrete base and brick top paving.

Tex., Raymondville—City Comms., M. H. Dryer, Mayor, let contract to Southwest Bitulithic Co., Gunter Bldg., San Antonio, for 6 additional blocks paving on Hidalgo Ave.

Tex., San Antonio—Southwestern Bitulithic Co., 711 Gunter Bldg., has contract at \$11,949 to pave 3 blocks West Ashby Place.

Sewer Construction

Large sums are being expended for sewage facilities in connection with Land Development operations. Details will be found under that classification.

Ark., Pine Bluff—See Roads, Streets, Paving.

D. C., Washington—District Comms. received low bid at \$3055 from W. Harry Angle, 1737 H St. N. W., for Van Buren St. combined sewer at \$7033 for Cedar St. relief sewer; G. B. Mullin Co., 1296 Upshur St. N. W., at \$3708 for W. Sixteenth St. Heights service sewer and at \$6663 for Fulton St. and Dana Place service sewer; L. M. Johnston at \$5497 for Sixteenth St. N. E. storm water sewer.*

Fla., Stuart—City plans expending \$50,000 for sewage disposal plant. See Financial News—Bond Issues Proposed.

Fla., Tampa—City Comn. receives bids Jan. 4 for sanitary sewer system. (See Machinery Wanted—Sewers.)

Ga., Albany—City contemplates extending water system. See Financial News—Bond Issues Proposed.

Ky., Paducah—Board of Public Works receives bids Jan. 13 for furnishing tools, labor, materials and constructing system of sewers in Zones 6 and 7 of Sewer District No. 3 and storm sewers in Zone 8 of Sewer District No. 3 and storm sewers in Zones A and B of Sewer District No. 1. (See Machinery Wanted—Sewers.)

Ky., Paducah—General Council adopted plans for construction of sewers in several parts of city at cost of \$200,000, construction to begin in about 4 months.

Ky., Louisville—Henry Bickel Co., 443 Garden St., low bidder for sewers; J. B. Breed, City Engr.*

La., Winnfield—Town, H. T. Willis, Clk., contemplates voting on \$150,000 bonds for sewerage system and water works extensions; Charles D. Evans, Consnl. Engr., Levy Bldg., Shreveport.

Mo., Joplin—V. E. Koch, 702 N. Pearl St., has contract for laying tile sewer in Twelfth St. Sewer District No. 10; will soon call for bids for constructing Class B concrete curbs and gutters on east side of Bird Ave. from Twentieth to Twenty-second St.

Mo., New Madrid—City will construct approximately 25,000 ft. of 8 to 12 in. vitrified clay sewers; A. C. Moore, Engr., Joplin National Bank Bldg., Joplin.

Okl., Braman—Plund Construction Co., Enid, reported has contract for sewers; H. E. Musson & Co., Engrs., Grain Exchange Bldg., Oklahoma City.*

Okl., Konawa—City reported to construct 5 miles sewers; cost \$25,000; N. E. Cunningham, Mayor.

S. C., Columbia—See Roads, Streets, Paving.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

CONSTRUCTION DEPARTMENT

Manufacturers Record

Tex., Coolidge—City voted \$40,000 sewer improvement bonds; construct sewer mains and disposal plant. Address The Mayor.*

Tex., Sonora—Stockton & Edwards, Engrs., Moore Bldg., San Antonio, preparing plans for sewer system; cost \$40,000; may vote on bonds.

Va., Blacksburg—Virginia Polytechnic Institute and Town receive bids Jan. 20 for constructing sewage-disposal works for the Institute and Town. (See Machinery Wanted—Sewage Disposal Plant.)

Va., Clarendon—Clarendon Community Sewerage Corp. let contract to L. Morgan Johnston for laying 25,000 ft. of sewer; cost \$30,000.

Va., Dillwyn—See Water Works.

Va., Roanoke—Tinsley Construction Co., 613 13th St., low bidder for sewer system: 4600 ft. of 8-in. 1600 ft. of 6-in. terra cotta pipe; C. L. Watkins, City Engr.*

Va., Salem—City will construct approximately 3 miles sewer at cost of \$30,000; about 600 ft. of pipe will be put in by hand remainder of work by trenching machine furnished by Martin Construction Co. of Albert Lea, Minn.

Va., Victoria—See Water Works.

W. Va., Huntington—City Comsn. approved plans for proposed \$458,000 bond issue trunk and internal sewer system in Robey Hollow-Walnut Hills section and authorized construction of units to cost \$318,000; Barstow & McCurdy, Consil. Engrs., Akron, O.*

W. Va., Wheeling—City Council plans installing storm sewer in Sixth St.

Telephone Systems

Ala., Bessemer—Southern Bell Telephone and Telegraph Co., main office Atlanta, Ga., reported will expend about \$300,000 on improvements in city and vicinity for year 1927; T. B. Balrd, Dist. Mgr.*

Ala., Mobile—Home Telephone Co., W. H. Bryant, Mgr., will make general expansions and improvements, erecting over 50 miles wires, etc.

Fla., Coral Gables—Southern Bell Telephone and Telegraph Co., main office Atlanta, Ga., reported, will make extensions in telephone service in territory south of Bird road.*

Ky., Paducah—M. E. Gilbert, 113½ S. Fourth St., interested in organizing \$200,000 corporation to install telephone system.

Oklahoma—Southwestern Bell Telephone Co., main office St. Louis, Mo., reported plans expending about \$6,000,000 during year of 1927; work includes completion of building in Oklahoma City, central office equipment, cables, poles, long distance plants and equipment, etc.*

Textile Mills

Ala., Albany-Decatur—Textile Realty Co., reported, let contract to A. K. Adams & Co., Walton Bldg., Atlanta, Ga., for erection of building to be occupied by Connecticut Mills Co., tire fabric plant; Chas. T. Main, Inc., Archt., 200 Devonshire St., Boston, Mass.*

Va., Danville—Bentley Silk Corp., Newton, N. J., reported leased building and will remove equipment from branch plant at Lancaster, Pa.

W. Va., Dunbar—Dunbar Knitting Mills, capital \$125,000, incorporated; Paul Rose, Passaic, N. J.; L. A. Frasier, Dunbar; is erecting plant for manufacture sweaters and other knit goods.*

Water Works

Large sums are being expended for water works in connection with Land Development operations. Details will be found under that classification.

Ala., Lineville—City, J. W. Jones, Mayor, plans expending \$5000 for water works extensions. (See Machinery Wanted—Tank and Tower.)

Ala., York—Town plans water works construction. Address The Mayor.

Fla., Brooksville—West Coast Water Supply Co., St. Petersburg, reported to develop Weeki-wachee Springs for water supply; erect concrete protection wall 3 ft. high, enclosing area 90 ft. long and 55 ft. wide, with 80 ft. spillway on downstream and 48-in. intake pipe 14 ft. below top of wall.

Fla., Creatview—City, Lloyd C. Power, Mayor, will expend \$19,000 for water works

system; pumping plant with 60,000 gal. capacity tank; most of material purchased; contract for work not let; J. B. McCrary Co., Engrs., Atlanta, Ga.*

Fla., Plant City—City, W. H. Durrance, Clk., let contract to Frank F. Esser, 846 E. Orange St., Lakeland, for \$137,600 water works extensions; install tank, tower, pumps and lines; Bishop Engineering Co., 116 Orange St., Orlando.

Ga., Atlanta—City, W. Z. Smith, Gen. Mgr., reported plan \$180,000 water works improvements as extensions to present system; install mechanical stokers, coal and ash handling equipment; J. N. Eley, Consil. Engrs., Atlanta Trust Company Bldg.*

Ga., Montezuma—City let contract to W. R. Walters for improvements to water works system.*

La., Farmerville—Town, J. W. Stanil, Jr., Mayor, receives bids Jan. 11 for water works improvements; Swanson-McGraw, Inc., Consil. Engr., 426 Balter Bldg., New Orleans. [See Machinery Wanted—Water Works; Pumps; Tank and Tower; Pipe (Cast Iron); Pipe (Steel).]

La., Jackson—D. Stewart, Natchez, Miss., receives bids after Jan. 1 for complete water works distribution and 200 kw. unit electric lighting system, cost \$400,000.

La., Olla—City reported to soon call for bids for construction of water works and sewers; \$22,000 available; F. R. Joseph, Engr., Glenmore.

La., Winnfield—Town, H. T. Willis, Clk., contemplates voting on \$150,000 bonds for water works extensions and sewerage system; Charles D. Evans, Consil. Engr., Levy Bldg., Shreveport.

Md., Baltimore—Board of Awards receives bids Jan. 5 for furnishing and delivering cast iron pipe and fittings to Bureau of Water Supply. [See Machinery Wanted—Pipe (Cast Iron); Fittings.]

Md., Baltimore—Board of Awards reported let contract to R. D. Wood & Co., 400 Chestnut St., Philadelphia, Pa., for furnishing and delivering sectional 42-in. pipe for Montebello Pumping Station.*

Miss., Cleveland—Ernest Meadows, Memphis, Tenn., has contract for laying additional water mains for Teachers' College.

Mo., St. Louis—Public Utilities Committee of Board of Aldermen approved ordinance appropriating \$500,000 for building covers on clear water basins at Bissell's Point water works and \$160,000 for covers on basins at Baden Station.

N. C., Kernersville—Town plans issuing \$100,000 bonds for water works extensions; J. W. Woolen, Sec., Board of Aldermen.

N. C., Mount Airy—City, W. G. Sydnor, Mayor, let contract to Tucker & Laxton, Inc., 900 Realty Bldg., Charlotte, at \$128,000 for water works improvements, including new filter plant, 3 miles of 14-in. cast iron pipe, 1½ million gal. filter plant, 500,000 gal. concrete storage reservoir; install one 700 g.p.m. motor centrifugal pump; Morris Machinery Co., Realty Bldg., Charlotte, has contract for pumps; General Electric Co., Schenectady, N. Y., for motors, etc.; Gilbert C. White Co., Consil. Engr., Box 562, Durham.*

N. C., Wagram—Town, Edwin Shaw, Mayor, is constructing standard municipal water system, 100,000 gal. tank on 100-ft. tower, from Chicago Bridge & Iron Works, Chicago, Ill.; J. B. McCrary Engineering Co., Atlanta, Ga., Engr. and Mgr.

Okla., Hazel—City, G. A. Ruggles, Mayor, plans installing water works, cost \$18,000.

Tenn., Chattanooga—City Water Co., Al. Porcelius, Supt., 10th and Market Sts., will expend \$42,000 for repairing one of sub-reservoirs on Missionary Ridge.*

Tex., Amarillo—City, Jeff D. Bartlett, Mgr., receives bids Jan. 4 for hauling and laying 78,230 ft. of cast iron water mains and excavating and backfilling 78,230 ft. of trench; H. B. Jones, City Engr.

Tex., Coolidge—City voted \$20,000 water works improvement bonds; install water mains and pumping equipment. Address The Mayor.*

Tex., Corpus Christi—City, P. O. Lovenskold, Mayor, receives bids Jan. 4 for water main. [See Machinery Wanted—Water Works.]

Tex., Kosse—City plans voting on bonds for water works supply. See Financial News—Bond Issues Proposed.

Tex., Mart—City receives bids Jan. 5 for water works improvements, 7000 ft. of 10-in. Class B De Lavaud pipe will be purchased by city. Address The Mayor.

Tex., Rice—City has surveys and estimates

completed for water works and sewers; will probably vote in April on bonds; cost \$60,000; Koch & Fowler, Engrs., 801 Central Bank Bldg., Dallas.

Tex., San Juan—City is constructing filtration plant in 2 units; 5,000,000-gal. capacity water basin; 2 units will have capacity of from 2500 to 300,000 gals. every 24 hrs.; cost \$45,000; W. L. Pearson Construction Co., Contr., Post-Dispatch Bldg., Houston; M. B. Gore, Pharr, in charge of engineering work.

Tex., San Juan—W. L. Pearson & Co., Post-Dispatch Bldg., Houston, has contract for water works system, including 600,000 gal. capacity reservoir.

Va., Dillwyn—City contemplates construction of water and sewer system; engaged J. B. McCrary Engineering Corp., Atlanta, Ga., as designing and supervising engineers.

Va., Victoria—Town contemplates construction of complete water and sewer system; J. B. McCrary Engineering Corp., Atlanta, Ga., engaged as consulting, designing and supervising engineers.

Woodworking Plants

Ky., Frankfort—Fibercraft Chair Co., E. E. Bowman, advises the following regarding the fire at plant lately noted: "Although one of our small buildings was completely destroyed, it was in no way connected with our dry kiln and we do not contemplate rebuilding."*

Mo., St. Louis—Furniture—Goldberg-Zork Manufacturing Co., capital \$20,000, incorporated; Frank Goldberg, 4478 Easton St.

N. C., Asheboro—Clarence Chair Co., capital \$100,000, incorporated; C. C. Cranford, S. D. Cranford.

FIRE DAMAGE

Ala., Birmingham—Apartment house at 1131 N. 31st St., owned by Mrs. L. M. Ward.

Ala., Dothan—Taylor Gin Co.'s gin; loss \$11,000.

Ala., Ensley, Birmingham—Hagan Furniture Co., 1500 Nineteenth St., owned by Morris Levy; loss \$20,000.

Ala., Falkville—Drinkard Garage, City Cafe C. C. Montgomery mercantile building, Mrs. Cora Hunter's residence, etc.

Ark., Helena—Opera House; loss \$70,000. Address The Manager.

Ark., Hot Springs—Milling department of the Halpin-Niemeyer Lumber Co., Gaines Ave.; loss \$20,000.

Ark., Magnolia—W. W. Sorrell's apartment house; loss \$20,000.

Ala., Monroeville—European Hotel, Simons-Ward garage, Southside barber shop, Monroeville Pharmacy and Professional Building; loss \$100,000.

Ark., Morriston—Residences of R. A. Young, A. E. Welcher, M. A. Riggs and R. Bradford; loss \$15,000.

Ark., Pottsville—Residence of Harvey Oates, Pres., Citizens Bank.

D. C., Washington—Three-story building at 1210 G St. N. W., occupied by Harry C. Grove, Inc., Victrola dealer; loss \$200,000.

Fla., Miami—Theo. Reuther's residence; loss \$7000.

Fla., Ocala—The Buick Garage, operated by Carlisle Izlar; building owned by W. R. Pederick.

Ga., Macon—Wiggs Memorial Science building, on Mercer University campus; loss \$10,000.

Ky., Beaver Dam—Stephenson-Taylor restaurant, post office and Independent Order of Odd Fellows' hall.

Ky., Nicholasville—The Nicholasville Ice and Cold Storage Co.'s plant.

La., Locust Ridge—Senator Freeland Goodwin's residence near Locust Ridge.

La., Montgomery—J. F. Drewett rooming house, post office, E. W. Rogers' barber shop, Carter's meat market, Montgomery Mercantile Co.'s store; loss \$40,000.

La., New Orleans—United Fruit Co.'s straw warehouse at Erato St. docks; loss \$10,000.

La., Shreveport—Patrick Justin White's residence, 2703 Fairfield Ave.; loss \$5000 to \$10,000.

Md., Brooklyn, Baltimore—School of St. Rose of Lima R. C. Church, Fourth and Washington Sts., Rev. Leonard Ripple, Pastor; loss \$45,000.

Md., Howardville—Garage building owned by James L. Hubbard.

Md., Pikesville, Baltimore—Store and apartment building at 1328 Reisterstown Rd., owned by William Sweiger and Paul Laprade, both 400 Rogers Ave.; loss \$40,000.

Miss., Coahoma—Montroy Building owned by Mrs. James E. Montroy, occupied by West Hotel; Turner & Black store, Clower Drug Co., E. M. Fant commissary and meat market; loss \$100,000.

Miss., Heidelberg—Abney Motor Co.'s plant; building owned by J. O. Risher of Taylorsville.

Miss., Jackson—Hospital at Tougaloo College near Jackson; loss \$6000. Address The President.

Mo., Harviell—Gin of Arkansas-Missouri Cotton Co.

Mo., Luper—Broyle's restaurant, Pettigrew general store, Farmers' Exchange; loss \$25,000.

Mo., Marble Hill—Rosemont Hall, girls' dormitory of Will Mayfield College; loss \$50,000.

Mo., Maryville—Main building at State Teachers' College; loss \$10,000. Address The Pres.

Mo., Seneca—The Stone Garage and contents; loss \$12,000; owned by Homer Cole.

Mo., St. Louis—Building located at 1104 N. Third St., owned by Board of Education; occupied by the J. L. Engel Paper Box Co.; total loss \$10,000.

N. C., Mount Airy—Main building of the Mount Airy Veneer Co.; loss \$30,000.

N. C., Mt. Airy—Brannock-Midkiff hardware store, grocery store of L. I. Martin and Belton's grocery.

N. C., North Wilkesboro—Buildings of A. F. Phillips, including root and herb warehouse; loss \$15,000.

N. C., Warsaw—Farmers Union Warehouse, owned by W. P. Clark, Mullins, S. C.; dwellings of Mr. Raeford Wilson and Bank of Warsaw.

Okla., Enid—Casinghead gasoline plant of McMann Oil Co.

Okla., Oklahoma City—Warehouse of Bass

Furniture and Carpet Co., 1-11 W. Pottawatomie Ave., R. O. Randle, Gen. Mgr.; loss \$213,000.

Okla., Tuskahoma—Main building of Tuskahoma Academy, school for Indian girls.

Tex., Corsicana—Drane Bldg., owned by F. N. Drane, occupied by Drane Co., Heavy Hardware Co., P. & S. Pharmacy, John F. Clark & Co., etc.; loss \$125,000.

Tenn., Dyersburg—S. Granger Latta's residence; loss \$11,000.

Tenn., Englewood—Corn mill owned by S. A. Toomey of Etowah.

Tenn., Memphis—Factory of the Specialty Manufacturing Co., 202 E. Mallory St.; loss \$35,000; (manufacturers' extracts, etc.).

Tenn., Ridgely—John Miller's residence near Ridgely.

Tex., Big Springs—Cole Hotel, J. C. Douglass, Propr.; loss \$150,000.

Tex., Dallas—Lawson Rubber and Manufacturing Co. plant; loss \$100,000.

Tex., Plains—Yoakum County courthouse; loss \$16,000. Address County Comr.

Tex., Pleasanton—Thos. S. Brite's residence.

Tex., San Antonio—Building of the Judge Boddy Works, Mesquite and Barnet Sts.; loss \$10,000.

Tex., San Augustine—Warehouse of San Augustine Grocery Co.

Tex., Seymour—Masonic Temple; loss \$6000.

Va., Petersburg—Store of B. F. Stone, on the Boulevard, Colonial Heights; loss \$20,000.

W. Va., Fenwick—Post office and general store of J. I. Dorsey; Hans Dilley's residence.

W. Va., Fairmont—Monongah Glass Co.'s factory No. 3 on Twelfth St.

W. Va., Princeton—Residence, Wickham Ave., East Princeton, of A. L. Griffiths, Sec., Princeton Merchants' Assn.

Damaged by Explosion

N. C., Rocky Mount—Plant of the Ward Lumber Co. and the Southern Distributing Co.'s building; loss \$100,000.

and Lydia St.; modified Gothic type, buff brick walls, stone trim, carved wood panel interior finish; \$75,000 parish house, with auditorium to seat 250, as first unit; Mark & Sheftall, Archts., Clark Bldg.

Fla., Miami—A. Ten Eyck Brown, Forsyth Bldg., Atlanta, Ga., and Hippodrome Bldg., Miami, drawing plans for \$150,000 church and Sunday school.

Fla., Vero Beach—First Baptist Church, Rev. P. T. Taylor, Pastor, plans \$60,000 building.

La., Pineville—Methodist Church, Rev. Claude K. Smith, Pastor, complete brick and hollow tile building; cost about \$50,000; C. Scott Yeager, Archt., Alexandria; bids opened Dec. 27.

Md., Baltimore—Hamilton Presbyterian Church, Rev. Lemuel S. Reichard, Pastor, remodel dwelling, Harford Rd. near Evergreen Ave., for parish house.

Miss., Hazlehurst—Methodist Church erect \$60,000 brick building. Address The Pastor.

Miss., Webb—First Baptist Church, Rev. R. A. Eddleman, Pastor, have plans ready about 2 weeks for bids on brick building; terra cotta trim, composition roof, art glass windows, plastered interior; H. Ray Burks, Archt., Home Ins. Bldg., Little Rock, Ark.*

N. C., Greenville—Presbyterian Church, Jas. S. Ficklen, member, Bldg. Comm., has broken ground for \$50,000 building, Pitt and Fifth Sts.

N. C., Leaksville—Moravian Church plans building.

N. C., Winston-Salem—St. Paul's P. E. Church, Rev. R. E. Gribben, Rector, reported erect building, W. Fifth St.

Okla., Oklahoma City—Trinity Baptist Church, J. E. Taylor, Chmn., Bldg. Comm., American Nat. Bldg., erect \$30,000 brick and stone ordinary type Sunday school, 23rd St.; 3 stories, 36x85 ft., concrete and pine doors, concrete foundation, pitch and gravel roof; furnishings, equipment, etc., \$8000; Hawk & Parr, Archts., 504 Cotton Exchange Bldg., drawing plans. Address Mr. Taylor. See Machinery Wanted.*

S. C., Greenville—Buncombe Street Methodist Church, W. A. Merritt, Chmn., Bldg. Comm., probably let contract in few days for \$75,000 Sunday school; brick, 2 stories, accommodate 1200 to 1400; plans by Architectural Dept., Board of Extension of M. E. Church South, Louisville, Ky.*

Tenn., Clinton—Methodist Episcopal Church, South, start work in Spring on \$60,000 building. Address The Pastor.

Tex., Bryan—First Baptist Church accepted plans by T. J. Galbraith, 517 Slaughter Bldg., Dallas, for \$75,000 building; brick and stone, 2 stories, 89x118 ft.*

Tex., Houston—Emanuel Baptist Church, Rev. J. H. Ellis, Pastor, erect \$45,000 building, Norwood and Jewett Sts.; brick veneer, 60x50-ft. auditorium, 76x45-ft. Sunday school, both 2 stories; first unit to cost \$30,000; C. N. Nelson, Archt., 1017½ Eagle St.; contract to be let to member of congregation on cost plus basis.

Tex., Houston—Immanuel Lutheran Church, Rev. A. J. Meyer, Pastor, has broken ground for building, 15th and Cortland Sts., Houston Heights.

Tex., San Antonio—Baptist Temple, Rev. L. L. Yelvington, Pastor, has low bid at \$49,449 from A. Vogel & Co., 319 Jones St., for building, Gevers and Drexel Aves.; Will N. Noonan Co., Archts., Builders Exchange Bldg.*

Va., Strasburg—Presbyterian Church plans enlarging church and erecting Sunday school. Address The Pastor.

City and County

Ala., Mobile—City has \$30,000 gift from Eli H. Bernheim, New York, for lecture hall in proposed library, for which \$250,000 bonds are available. Address City Council.

Ark.-Tex., Texarkana—City Council, Texarkana, Ark., calls election Feb. 23 on \$317,000 bonds, including \$300,000 city hall; Witt, Selbert & Halsey, Archts.*

Fla., Pensacola—City Commission, Mr. Bayless, Mayor, erect baseball park for Newark Bears; stands to seat 4000, clubhouse.

Fla., Stuart—City Commission plans election, probably in Feb., on about \$400,000 bonds, including \$2500 for comfort station and \$25,000 or \$50,000 for city hall.

La., Marksville—Tudor & Radcliffe, Alexandria, additional general contractor, estimating on \$210,000 Avoyelles Parish Courthouse and Jail; bids to be opened Jan. 5; jail work estimators: Fries & Son Steel Construction and Engineering Co., Covington, Ky.; Pauly Jail Building Co., 2215 De Kalb

BUILDING NEWS

BUILDINGS PROPOSED

Association and Fraternal

Fla., Winter Park—Chamber of Commerce advises purchased building and will not build as lately reported.*

Mo., St. Louis—Metropolitan Board, Young Men's Christian Assn., remodel Railroad Branch, 20th and Eugenia Sts.; ready to let contract; construct 30 new rooms on second floor; cost \$20,000; La Beaume & Klein, Archts., Compton Bldg.*

Okla., Oklahoma City—Benevolent Protective Order of Elks, Louis F. Pfotenhauer, Sec., reported planning orphans' home in Oklahoma.

Tenn., Knoxville—Young Men's Christian Church, W. E. Peters, 115 Grainger St., contemplates building, site present structure; plans fund campaign.

Tex., Laredo—Benevolent Protective Order of Elks erect \$350,000 building; 6 stories; first floor leased to Majestic Circuit for theater. sleeping rooms on 2 floors, lodge rooms and ballroom on 1 floor, 2 floors for office.

Va., Roanoke—Young Women's Christian Assn., Miss M. Belle Jeffrey, Gen. Sec., has low bid at \$122,382 from T. T. Franklin for building; low bid for electrical work from Richardson-Wayland Electric Co., \$3950; Eubank & Coldwell, Archts., Boxley Bldg.; F. B. & A. Ware, Const. Archts., 1170 Broadway, New York.*

Bank and Office

Ga., Atlanta—Loew's, Incorporated. Edward A. Schiller, Vice-Pres., New York City. (See Buildings Proposed—Theaters.)

Ga., Waycross—Judge J. L. Crawley is chairman of committee interested in 10-story office building; financing.

Mo., Kansas City—Southeast State Bank, W. D. Kuhn, Pres., may erect bank building, 31st St. and Prospect Ave.

N. C., Asheville—Buncombe County Medical Society, Dr. J. W. Huston, Pres., Dehumor Bldg., plans building.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Churches

Ala., Birmingham—Eighty-third Street Presbyterian Church, Rev. G. C. Alexander, Pastor, plans building.

Ala., Ozark—Methodist Church, Sam Y. Carroll, member, plans building.

Fla., Jacksonville—Trinity Lutheran Church erect \$200,000 building, McDuff Ave.

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CONSTRUCTION DEPARTMENT

Manufacturers Record

St., St. Louis, Mo.; Southern Steel Co., 4500 S. Presa St., San Antonio, Tex.; plumbing, C. A. Hunter, Alexandria, La.; Craft-Rushworth, Ltd., Broad St., Lake Charles, La.; wiring, Evans Bros., Alexandria; Herman J. Duncan, Archt., 120 Murray St., Alexandria.*

La., New Orleans—Association of Commerce, 315 Camp St., indorsed proposal for erection of \$5,000,000 Public Belt Terminal Market and instructed committee for management of Agricultural Bureau of Association to confer with City Commission Council on proposition; R. B. Bishop is chairman of special committee of Assn. investigating plant.

Tenn., Covington—Tipton County Court contemplates remodeling interior and exterior of courthouse; Anker F. Hansen, Archt., 683 Shrine Bldg., Memphis.

Tenn., Maryville—City Commission plans fire station.

Tex., Lubbock—City, J. R. Hankins, City Commr., erect \$15,000 brick bungalow type fire station, 2201 Nineteenth St.

Va., Stuart—Patrick County Board of Supervisors, Turner Clement, Judge, plans jail and addition to courthouse.

Dwellings

Ala., Birmingham—Dr. Hinds, Sand Mountain, Tenn., erect brick veneer residence, 1028 Glen Iris Ave.; 2 stories, 36x36 ft., composition roof, hardwood floors, tile baths, hot air heat; J. E. Salle, Archt., 2223 Age-Herald Bldg.

Ala., Montgomery—G. H. Malone erect \$30,000 residence; Chandler C. Yonge, Archt., American National Bank Bldg., Pensacola.

Ark., Mountain Home—D. I. Jewel contemplates 1-story brick veneer residence.

Fla., Coral Gables, Miami—W. S. Harvel, Cortez and Algeria Sts., erect \$12,000 residence, 806 Algeria Ave.

Fla., Coral Gables, Miami—T. C. Taylor, 227 S. W. 13th Ave., erect \$10,000 residence and garage, 1411 Columbus Blvd.

Fla., Fort Pierce—Maravilla Gardens Corp. erect 50 frame dwellings, Maravilla Gardens; 5 rooms; total cost \$100,000; 15 under construction.

Fla., Sarasota—Geo. W. Earle, Indian Beach, erect winter residence, Sapphire Shores; brick veneer, hot water heat; servants' quarters and garage; Clas. Shepherd & Clas. Archts., 445 Milwaukee St., Milwaukee, Wis., and Sarasota.

Fla., St. Petersburg—Hanson G. Ford, Englewood Inn, erect \$15,000 residence and garage, Granada Blvd. near Valencia Way; 2 stories, 7 rooms, cement tile.

La., Alexandria—John Shevlin erect frame residence to replace burned structure.

La., New Orleans—E. M. Reyes, 822 Perdido St., ready about 1 week for bids on residence, Esplanade Ave., for Mr. La Nasa.

La., New Orleans—Chas. Armstead, 2503 Desire St., receiving sub-bids on plumbing work for double cottage, Desire St. near Law St.

La., New Orleans—H. B. Exnicklos, 1627 Agriculture St., wants sub-bids on plastering, plumbing, wiring, gas heating, painting, paving, sheet metal work, hardware, millwork, hot water heaters, copper screens and building material for single 2-story residence, St. Bernard Ave. near Paris Ave.

La., Opelousas—L. B. Sandoz erect \$12,500 brick veneer and stucco residence; 2 stories, wood floors, concrete foundation, tile roof; Herman J. Duncan, Archt., 120 Murray St., Alexandria.

Md., Baltimore—Cleveland R. Bealmeir, 16 E. Lexington St., erect 9 brick dwellings, St. Paul near 34th St.; 2 stories; also 3-story apartment house, 3 apartments.

Md., Baltimore—Geo. Schnader Realty Co., 2501 Barclay St., erect 10 frame bungalows, E. side Harford Rd. N. of Grindon Ave.; total cost \$32,000.

Mo., Kansas City—Dr. Bert McDowell, 4301 Main St., erect English type residence, 6117 Mission Drive; brick, stucco and rough-hewn half timber, variegated slate roof, 3 baths; Holt, Price & Barnes, Archts., 800 Davidson Bldg.

N. C., Charlotte—L. M. Humphries erect \$10,000 residence, 2107 E. Seventh St.; 8 rooms.

Okl., Oklahoma City—Calloway & Nicholson erect 4 dwellings, 914 E. 18th, 1-12-15 W. 17th and 2200 W. 13th Sts.; brick veneer and frame; total cost \$24,000.

Okl., Oklahoma City—W. L. Hight, 151 E. Park St., erect \$12,000 brick veneer duplex, 716 E. 14th St.

Okl., Tulsa—Mr. Hill, care Tulsa Trust

Co., Natl. Bank Bldg., erect residence; E. W. Saunders, Archt., Ritz Bldg.

Okla., Tulsa—E. H. Moore contemplates \$100,000 residence.

Tenn., Memphis—Harry Carloss erect \$15,000 residence, Cadraea Woods; W. C. Lester, Archt., Dermon Bldg.

Tenn., Memphis—C. D. Smith, Exchange Bldg., erect wide siding residence; 1 story and basement, 36x90 ft., tile bath, oak floors, composition shingle roof, garage; Geo. Mahan, Jr., Archt., 700 American Bank Bldg.; plans complete.

Tenn., Memphis—Mrs. H. H. Twiford, 120 East Parkway, erect \$20,000 brick veneer residence; 1 story and basement, 76x48 ft., slate or tile shingle roof, oak floors, tile baths, metal casement windows and gutter, garage; Geo. Mahan, Jr., Archt., 700 American Bank Bldg.

Tex., Amarillo—M. J. Patton, 707 W. 13th St., erect \$10,000 residence; brick and tile, 1 story, 40x50 ft., tile baths, metal lath, plaster; E. F. Rittenberry, Archt., 303 Blackburn Bldg.

Tex., Brownsville—E. K. Goodrich erect \$20,000 residence; hollow tile, stucco and cast stone, 2 stories, concrete foundation, Mission tile roof; Kelwood Co., Archt., 907 Travis Bldg., San Antonio.

Tex., Fort Worth—C. L. Morgan, W. T. Morgan, W. T. Waggoner Bldg., erect \$26,000 residence, 603 River Crest St.

Tex., Fort Worth—M. H. Moore, College Hill Stop, erect \$11,000 residence, 2439 Wabash St.

Tex., Houston—A. H. Hess, 709 Louisiana St., erect number 4 room brick veneer dwellings.

Tex., Houston—A. Lehman, 410 W. Pierce St., erect 2 brick veneer duplexes, 400 block W. Pierce St., Alden Place addition; 8 rooms; total cost \$15,000.

Tex., Houston—Federal Trust Co., Prairie and San Jacinto Sts., contemplates several \$5000 brick veneer dwelling, Jackson Court.

Tex., Houston—Jas. E. Smith, 1314 Richmond St., erect brick veneer duplex, 1925 Wentworth St., Riverside Terrace addition; 2 stories, 6 rooms and bath, asbestos roof, cost about \$10,000.

Tex., San Antonio—Mrs. A. Bozart, 201 Cloverleaf Ave., erect stone, tile and stucco residence, Robinson Rd.; 2 stories; L. Harrington Co., Archt.-Engr., Builders Exchange Bldg.

Tex., San Antonio—Mrs. Maude C. Burney, 136 Princess Pass, erect \$22,000 residence; 2 stories, frame; Richard Vander Straten, Archt., Travis Bldg., bids after Jan. 5.

Tex., San Antonio—H. C. S. Smith, St. Marys St., erect \$10,000 frame and stucco residence, Hollywood St. near Main St.; 2 stories, metal tile roof; L. Harrington Co., Archt.-Engr., Builders Exchange Bldg.

Government and State

Ark., Harrison—Arkansas National Guard, J. R. Wayne, Adj't. Gen., Bankers Trust Bldg., receives bids Jan. 2 for armory, City Park; cost \$30,000; brick, 1 story; H. Ray Burks, Archt., Home Ins. Bldg., Little Rock.*

Fla., Miami—Armory Commission, Dade County Commr., Dan L. Killian, member of Armory Comm., selected Dudley St. C. Donnelly, Coral Gables, as architect for \$150,000 armory, S. W. Eighth St. near Douglas Rd.; 1½ stories with 3-story building in front for officials; basketball court, bowling alleys, rifle range, track, etc.; hanging gallery to seat 300.

Ky., Louisville—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., reported erect \$3,000,000 Federal Bldg.

Hospitals. Sanitariums, Etc.

Ark., Fort Smith—Sparks Memorial Hospital, W. J. Murphy, Pres. of Board, considers erecting hospital and converting present structure for nurses' home.

Ark., Hot Springs National Park—United States Veterans Bureau, L. H. Tripp, Chief, Constr. Div., Room 791, Arlington Bldg., Washington, D. C., reported contemplating 400-bed hospital.

Ark., Hot Springs National Park—Dr. H. King Wade, Dugan Stuart Bldg., having plans drawn by Sanders & Giocchio, Hall Bldg., Little Rock, for \$65,000 clinic; brick, concrete and steel, 4 stories and basement, built-up roof, concrete floors; ready for bids about May 15.*

D. C., Washington—War Dept., Dwight Filley Davis, Sec., plans 2 new wings to main

hospital with new clinical laboratories; cost \$2,000,000.

D. C., Washington—United States Veterans Bureau, L. H. Tripp, Chief, Constr. Div., Room 791, Arlington Bldg., receives bids Jan. 18 for retaining walls and grading at U. S. Veterans Hospital No. 32, Mt. Alto; plans and specifications from Constr. Div.

Fla., Sanford—City, Forrest Lake, Mayor, plans election on \$250,000 hospital bonds; \$100,000 bonds already available.

Ga., Atlanta—United States Veterans Bureau, Gen. Frank T. Hines, Director, Arlington Bldg., Washington, D. C., reported planning \$1,500,000 U. S. Veterans Hospital.

Miss., Jackson—State Hospital Removal, Improvement and Land Sale Commission, R. L. Brown, Sec., Box 40, receives bids Jan. 11 for group of buildings for \$2,500,000 Mississippi Insane Hospital; administration building, chronic cottage, laundry, commissionary; plans and specifications from N. W. Overstreet, Archt., Overstreet Bldg.*

Miss., Laurel—Laurel General Hospital, Dr. R. H. Cranford, erect \$100,000 addition to building; fireproof, 3 stories; hydro-therapy dept., assembly room and negro wards on first floor, 18 private rooms and bath on second and third floors; C. H. Miller, Archt., San Domingo.

Tenn., Nashville—City, S. H. McKay, City Clk., ready for bids Jan. 4 on repairing hospital and heating plant; cost \$100,000.

Tex., Decatur—Dr. T. G. Rogers soon call for bids for hospital; cost \$25,000, reinforced concrete, face brick, 2 stories, 36x76 ft., composition floors; Love & Milam, Archts., 304 Florence St., Fort Worth.

W. Va., Wheeling—Ohio Valley General Hospital erect \$200,000 nurses' home; Dr. H. T. Spillers, Supt., advises plans not completed.*

Hotels and Apartments

Ala., Dothan—J. C. Waddlington, Mgr. of Newsom Hotel; C. H. Waddlington, Shelbyville, Ky., and Dr. C. E. Jones, Newport, Ky., obtained option on Newsom Hotel building; plan to rebuild.

Ala., Mobile—Frank J. Jackson, Mgr. of Cawthon Hotel, announced plans for construction of 120-room addition, work to start in spring.

Ark., Hot Springs—Scott Wood, 106 Watt St.; Ed B. Mooney, 311 Broadway, and Cleveland Smith, City Engr.'s office, reported contemplate erecting 10-story and basement, brick, steel and concrete hotel building on old Marquette Hotel site, 700 block Central Ave.; Sanders & Giocchio, Archts., Hall Bldg., Little Rock.

Ark., Paris—Mrs. John Zeisler recently acquired Commercial Hotel, reported to remodel.

Fla., Daytona Beach—Charles B. Prettyman, Land Title Bldg., Philadelphia, Pa., and Ormond, purchased property on S. Beach St., reported planning construction of \$500,000, 150-room hotel building, to include offices, stores and lobby.

Fla., Opa-Locka—Frank S. Bush erect \$30,000, 2-story, 4-family apartment house.

La., New Orleans—C. B. Dick, Pres. of La Valliere Co., 431 Bourbon St., has plans and specifications in progress by Moise H. Goldstein, Hibernal Bldg., for complete remodeling of 3-story, brick building at 425 Bourbon St. for stores and apartments; \$25,000.

La., New Orleans—M. Sazer, 2017 Chestnut St., erect \$10,000, 2-story apartment house on Nashville Ave.

Md., Baltimore—Cleveland R. Bealmeir, 16 E. Lexington St.; 3 apartments. See Buildings Proposed—Dwellings.

N. C., Charlotte—Torrence Hemby and John Cosby erect \$22,000 brick veneer apartment house at 2202 E. Seventh St., containing 24 rooms and 8 baths.

Okl., Oklahoma City—G. G. Kunke erect \$13,000 brick veneer apartment house, 507 W. Seventh St.

Tenn., Dyersburg—Fumbanks & McLeod, C. F. Fumbanks, 312 First-Citizens Natl. Bank Bldg., soon start work on \$12,000, 55x41-ft., 2-story apartment house on Masonic St.; brick veneer, sound-proof walls and floors, composition shingle roofing, hardwood floors, concrete foundation. (C. F. Fumbanks recently reported incorrectly as Architect.)*

Tenn., Memphis—Dr. A. L. Blecker, 1103 Union & Planters Bank Bldg., contemplates erecting 1-story, brick and hollow tile store building at Hollywood; built-up roof, concrete and wood floors; Archt. not selected.

Tex., Galveston—Jean Lafitte Hotel Co.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

care Shearn Moody, American Natl. Insurance Bldg., receive bids until Dec. 31 for construction of \$500,000, 10-story and basement, 204-room hotel building; Andrew Fraser, Archt., 824 American Natl. Insurance Bldg.*

Tex., San Benito—B. K. Goodman has plans in progress by Callaway & Nethercot, Archts., 622 Mesquite St., Corpus Christi, for \$55,000, 3-story, brick, reinforced concrete frame, 10x32-ft. apartment building; Magnesite flooring, concrete foundation, composition roofing, face brick, stucco trim, metal lath, ornamental iron; equipment and furnishings cost \$20,000. See Machinery Wanted—Incinerators; Electric Refrigerators; Roofing Tile; Cast Stone; Terra Cotta Trim.)*

Miscellaneous

Ala., Birmingham—J. N. Brown, 1130 N. 26th St., will erect 2-story, 95x43 ft. brick veneer funeral home, 26th St. and N. 12th Ave.; Jesse W. Alexander, 900 Sarah Ave., low bidder; Carlisle T. Hall, Archt., 434 N. Eighth Ave.

Fla., Miami Beach—Coombs & Taylor have permit for repairs to Casino Inn., 23d St. and Collins Ave.

Tex., Houston—A. J. Speer, Jr., 2405 Smith St., and R. Emmett Morse, 1611 Hawthorne St., members of syndicate, purchased tract along Brays Bayou; plan \$100,000 clubhouse and improvements to golf ground to cost \$80,000.

Schools

Ala., Heiberger—Perry County Board of Education, care Wm. R. Carothers, Supt., Marion, contemplates erecting school building.

Ark., Conway—Hendrix College, Dr. John Hugh Reynolds, Pres., plans to add \$500,000 to endowment fund and provide additional \$500,000 for building program.

Fla., Tallahassee—State Board of Control, P. K. Yonge, Chmn., State Capitol, receives bids until Jan. 17 for construction of \$75,000 Academic Building on grounds of Florida State College for Women; plans and specifications may be obtained from Rudolph Weaver, Archt., 200 Peabody Hall, University of Florida, Gainesville.*

Fla., Tampa—Hillsborough County Board of Public Instruction, W. D. F. Snipes, Supt., selected F. J. Kennard & Son, 303 Zack St., as Architects for High School to be erected on Central Ave., reported to cost \$600,000; Mr. Snipes advises: "It will probably be several months before bids are advertised for construction."*

Ga., Macon—Wesleyan College has working drawings under way for construction of \$70,000 to \$75,000, 2-story, brick with stone or marble trim, fireproof, 40x110-ft. Library Building; slate roof, cement and linoleum flooring; Hentz, Reid & Adler, Archts., 1330 Candler Bldg., Atlanta; Dunwody & Olliphant, Asso. Archts., 460 Broadway; Robert Lose, Engr., Forsyth Bldg., Atlanta.*

La., Baton Rouge—Louisiana State University and Agricultural and Mechanical College will place plans and specifications on market for bids for construction of \$350,000, 3-story, steel, concrete and brick, 144x220-ft. combined auditorium, gymnasium and armory building; concrete foundation; Wogan & Bernard, Archts., Raymond Bldg. (See Machinery Wanted—Tile; Steel Sash and Trim; Wire Glass; Flooring (Composition); Vaults and Vault Lights; Ventilators; Marble; Limestone).*

La., Crowley—Iota School District, Acadia Parish School Board, care J. M. Baker, Supt., voted \$50,000 school bonds.

La., Dodson—Winn Parish School Board, D. E. Sykes, Supt., will have completed plans and specifications within 2 weeks by J. W. Smith, Archt., Ouachita Bank Bldg., Monroe, for alterations to 2-story brick school building and erecting 2-story frame addition for use as auditorium and domestic science building; \$35,000.

La., Melville—St. Landry Parish Board of Education, W. B. Prescott, Supt., Opelousas, selected Herman J. Duncan, Archt., Alexandria, prepare plans for alterations to 2-story brick school building and for construction of frame and stucco auditorium; cost \$30,000.*

La., New Orleans—Tulane University, A. B. Dinwiddie, Pres., planning construction of steel practice gymnasium building.

La., Pineville—Rapides Parish School Board, W. J. Avery, Supt., Alexandria, receives bids until Jan. 18 for construction of school addition; Barrett roof, plastered interior; Herman J. Duncan, Archt., 120 Murray St., Alexandria.

Miss., Blue Mountain—Blue Mountain College, Dr. Lawrence T. Lowrey, Pres., has plans in progress by J. M. Spain, Archt., Millspas Bldg., Jackson, for \$100,000, 3-story, brick

Administration Building; reinforced concrete foundation; equipment and furnishings cost \$25,000.*

Miss., Columbus—City Council authorized P. J. Krouse, Archt., M. & W. Bldg., Meridian, proceed with plans and specifications for rebuilding Mitchell Memorial school for negroes.

Miss., Hattiesburg—Forrest County Board of Education, J. C. Gay, Supt., receives bids until Jan. 4 for construction of Helena consolidated school building; plans and specifications may be obtained from E. C. Hearon & Sons, Archts., 201½ W. Pine St.

Miss., Hattiesburg—Mississippi State Building Commission, Jackson, receives bids until Feb. 1 for construction of \$100,000, 2-story, brick and reinforced concrete practice school building and for repairs and additions to heating plant of present building for State Teachers' College; plans and specifications may be obtained from N. W. Overstreet, Archt., Miss. Fire Ins. Co. Bldg., Jackson.

Miss., Tupelo—Board of Trustees of Tupelo Separate School District receives bids until Jan. 20 for construction of school building; plans and specifications may be obtained from Bem Price, Archt., Age-Herald Bldg., Birmingham, Ala.

Mo., Kansas City—School Board, E. C. Meservey, Chmn., Building Committee, considering sites for proposed negro high school building.

Mo., St. Louis—Board of Education approved preliminary drawing of R. M. Milligan, Commissioner of School Buildings, for \$340,000, 2-story, fireproof, 18-classroom and kindergarten John Scullin School Building, facing east side of Kingshighway Blvd. between Penrose St. and Euclid Ave.

N. C., Davidson—Davidson College, Dr. W. J. Martin, Pres., received gift of \$100,000 to assist in completion of Chambers Building.

N. C., Durham—Durham County Board of Education will erect 3 new elementary schools at cost of \$100,000 in early spring; to be located at Loew's Grove, Mineral Springs and New Hope Valley sections.*

S. C., Florence—City voted \$275,000 school improvement bonds; include new grammar school, additions to High School, enlarge Central School for use as Junior High. Address Board of Education.*

S. C., Spartanburg—City Board of School Trustees purchased property on S. Converse St. for future school expansion.

Tex., Brenham—School Board call election Jan. 12 on \$180,000 bonds; Giesecke & Harris, Archts., 207 W. Seventh St., Austin.*

Tex., Brownsville—Board of Education, S. C. Tucker, Pres., planning construction of High School and Junior College to cost \$250,000 to \$300,000, including equipment; 3 stories, brick, concrete foundation, tile roof.*

Tex., Cross Plains—Cross Plains School District has voted \$65,000 bonds for construction of 2 school buildings. Address Board of Trustees.

Tex., Mission—Mission Independent School District, S. L. Hardin, Supt. of Schools, will open bids about Feb. 1 for construction of \$70,000, 1-story, brick and stone, 200x180-ft. school building; wood floors, concrete foundation; Barrett roof, equipment and furnishings cost \$10,000; wood and coal stoves; Adams & Adams, Archts., Builders Exchange Bldg., San Antonio. (See Machinery Wanted—Metal Ceilings; Heating; Electrical Work; Plumbing).*

Tex., Petersburg—Board of Education, R. E. Jeffries, Pres., open bids about Feb. 20 for construction of \$50,000, 2-story, brick and steel, 12-room and auditorium High School building; wood floors, concrete foundation, Barrett roof; E. F. Rittenberry, Archt., 303 Blackburn Bldg., and C. V. Head, Asso., both Amarillo. (See Machinery Wanted—Hollow Tile; Metal Ceilings; Wire Glass; Flooring (Hardwood); Roofing (Composition); Plastering).*

Tex., Plainview—Wayland Baptist College approved preliminary plans by E. F. Rittenberry, 303 Blackburn Bldg., Amarillo, for \$150,000, 200x80-ft., 2-story, brick, reinforced concrete frame dormitory building.

Tex., Ranger—City Commissioners reported considering erection of \$10,000 high school gymnasium.

Tex., San Antonio—Board of Education receives bids until Jan. 4 for construction of \$22,000, 1-story, brick, concrete and cast stone school addition in Harlandale Addition; Phelps & Dewees, Archts., Gunter Bldg.

Tex., Sherman—Kid-Key College and Conservatory may award general contract in Feb. or March for construction of \$175,000, 2-story, brick, concrete and terra cotta Auditorium and Administration Building on campus at Pecan and Elm Sts.; T-shaped, 130x180 ft.; contract for concrete foundation let

separately; address proposals to John Marshall; Clyce & Rolfe, Archts., Commercial Bank Bldg. (See Machinery Wanted—Tile; Vaults; Terra Cotta Trim).*

Tex., Uvalde—Board of Education, care Jake Schwartz, Chmn., opened bids for erecting Mexican school building; M. H. Ryland, low bidder at \$13,000; Will N. Noonan, Archt., Builders Exchange Bldg., San Antonio.*

Stores

Ala., Birmingham—Mrs. Louise R. Crouch erect \$24,000 store on 20th St.

Ark., Little Rock—John F. Boyle, Boyle Bldg., contemplates erecting commercial building, W. Fifth Ave.

Ark., Little Rock—James H. Penick, 1623 Summit St., erect stores at 4400 Prospect Ave.

Fla., Pensacola—W. T. Porter, 1822 E. Gadsden St., will erect building at N. E. cor. Gadsden St. and 13th Ave., house 5 stores.

Ga., Atlanta—Loew's, Incorporated, New York City. (See Buildings Proposed—Theaters)

Ky., Ashland—Isidor S. Hyman, Huntington, W. Va., will erect \$35,000, 2-story store and office building, Winchester Ave. and 15th St.

La., New Orleans—Theard & Mathews, Archts., Balter Bldg., will complete plans and specifications in about 30 days for 1-story, 60x150-ft., brick and reinforced concrete store building, on Canal Blvd., for Charles M. Lepow, 2924 Magazine St.; \$25,000; contain 1 stores, plate glass window fronts.

La., Shreveport—W. H. Lightcap, Jr., soon have completed plans and specifications by E. A. George, Archt., 1426 Abbie St., for \$20,000, 1-story, 60x150-ft. reinforced concrete and brick store building on Marshall St.; composition roof, plastered interior.

Md., Baltimore—Adolph Rosenthal, Prop. of store at 735-7 Washington Blvd., acquired 3-story building adjoining at 739 Washington Blvd.; will remodel.

Miss., Biloxi—Chicago Investment Co., including J. E. Shrenhalt and Sam Cooper, Chicago, Ill., has plans in progress by N. W. Overstreet, Miss. Fire Ins. Co. Bldg., Jackson, for 1-story store building, 25th Ave.

Miss., Tunica—J. D. Williams opened bids for erecting 1-story, brick, 28x143-ft. store building; F. S. Neely, Fidelity Bank Bldg., Memphis, Tenn., low bidder at \$9344; Alsp & Calahan, Archts., Dermon Bldg., Memphis, Tenn.

Mo., Kansas City—Dr. J. A. L. Waddell, 800 Graphic Arts Bldg., and Leonard Everett have plans by Holt, Price & Barnes, 800 Davidson Bldg., for stores building, 11th and Oak Sts.

N. C., Greensboro—W. G. Tennille and Dr. A. F. Fortune, Green St., soon let contract for construction of 3-story building on S. Greene St., to be occupied in part by Wills Book Store and Stationery Co.

Tenn., Memphis—Dr. H. P. Hurt, 31 E. Parkway, has preliminary plans in progress by Walter R. Nelson, 883 Shrine Bldg., for 1-story and basement, brick, 34x70-ft. store building, S. Front St.; composition built-up roof, concrete and wood floors.

Tex., Donna—Frank Carter, Clinton, Mo., plans construction of 50x75-ft., 2-story, brick store and office building.

Tex., Donna—Ewing Hardware Co. receiving bids for construction of brick building.

Tex., Donna—A. F. Hester & Son soon start work on brick grocery store building.

Tex., Houston—H. P. Libert has completed plans and specifications by D. D. Pittman, Archt., Prince Theater Bldg., for \$20,000, brick and hollow tile building, Westheimer and Mandell Sts.

Tex., San Antonio—I. Brenner, Soledad St., receiving bids for remodeling store building; Henry T. Phelps, Archt., Hicks Bldg.

Va., Cherrydale (Br. of Washington, D. C.)—Frank T. Stone, Clarendon, announced plans under way for construction of office building and stores at Ballston Road and Lee Highway.

Theaters

Fla., Daytona Beach—F. W. Bartlett erect \$10,000 building to contain theater, 2 stores and 2 apartments.

Fla., Gainesville—R. C. Armstrong, Mgr. of Lyric Theater, announced plans for construction of new theater building by Saenger Theatres, Inc., L. M. Ash, Treas., 1401 Tulane St., New Orleans, La.

Ga., Atlanta—H. H. Fitzgerald, 71 Gaskill St., erect \$10,500, 1-story, brick motion picture theater at 551 Flat Shoals Ave. S. E.

Ga., Atlanta—Loew's, Incorporated, Ed-

CONSTRUCTION DEPARTMENT

Manufacturers Record

ward A. Schiller, Vice-Pres., 1540 Broadway, New York City, leased block of property, including Grand Theater and office building; contemplates development to include theater with seating capacity of over 4000, office building and department store.

Mo., Columbia—Consolidated Theaters Co. expend \$10,000 for improvements to Old Star Theater Building, N. Ninth St.

Tex., Laredo—Benevolent Protective Order of Elks; first floor of building to be leased to Majestic Circuit for theater. See Buildings Proposed—Association and Fraternal.

Warehouses

Ark., Blytheville—Arkansas Grocery Co., Will Pyles, Pres., rebuild warehouse and office building, Railroad and Ash Sts., damaged by fire; Uzzell S. Branson, Archt., Farmers Bank Bldg.

Ky., Louisville—George T. Smith, 2166 Sherwood St., erect \$30,000 tile warehouse at 1432 S. 13th St.

La., Leesville—Wholesale Brokerage Co. A. Terrell, Mgr., purchased site for proposed warehouse.

Tenn., Memphis—James and John Canale, 408 S. Front St., opened bids for erecting 3-story and basement, brick, steel and mill, 170x75-ft. warehouse, S. Front St.; Banks Grocery Co., 421 Main St., lessee; H. A. McGuire & Co., Derman Bldg., low bidder at \$67,000; Hunker & Cairns, Archts., Hill Bldg.

Tex., Fort Worth—Elton M. Hyder and G. W. Haltom, 1009 First National Bank Bldg., will erect \$30,000, 2-story, brick, 100x100-ft. warehouse, Grove and Second Sts.; concrete foundation.

BUILDING CONTRACTS AWARDED

Association and Fraternal

Tex., Big Lake—Ancient Free and Accepted Masons erecting \$18,000 temple, Main St.

Tex., Silsbee—Kirby Lumber Co. remodeling and adding 2 wings to dwelling for hospital; thermostats; equipment \$15,000, including X-ray.

Bank and Office

Ala., Ensley—D. W. Bateman, 222 Bankers Mortgage Bldg., has millwork contract for \$40,000 Bank of Ensley building; painting, G. B. Graham, 2021 N. Fourth Ave., Warren, Knight & Davis, Archts., Empire Bldg., all Birmingham; J. F. Holley Construction Co., Contr., 817 Nineteenth St.*

Fla., St. Petersburg—Central National Bank, A. F. Thomasson, Pres., let contracts for altering and enlarging banking quarters and for new equipment.

Fla., Tampa—Standard Oil Co., Hillsborough and Lozano Sts., let contract at \$150,000 to Davis Co., Ensley, Ala., for office building; hollow tile and terra cotta, Spanish tile roof, 84x105 ft., concrete foundation; furnishings, equipment, etc., \$75,000; plans by Engineering Dept., Standard Oil Co., Louisville, Ky., W. E. Glossop, Engr.; work under way.*

La., Baton Rouge—Capital Building and Loan Assn. Box 136, let contract to Burkes & Haley, 851 E. Boulevard, for fireproof office building; cost \$30,000, 1 story, 40x90 ft., limestone trim, composition roof, steel sash, marble and wrought-iron bank fixtures, hot air heat, oil-burning equipment, 2 reinforced concrete vaults; Jones, Roessel & Olschner, Archts., Raymond Bldg.; electric wiring, W. C. Joubert, 317 Main St., \$1500; plumbing and heating, Gore & Daubert, Inc., 835 Baronne St., New Orleans, \$3914.*

La., New Orleans—Sciambra & Masino, 636 N. Broad St., have contract for refrigerating system in \$1,500,000 office building for New Orleans Public Service, Inc.; Favrot & Livaudais, Ltd., Archts., Hibernia Bldg.; Geo. J. Glover Co., Inc., Contr., Whitney Bldg.

La., New Orleans—Sciambra & Masino, 636 N. Broad St., have ventilating system contract for \$4,500,000 Canal-Commercial Bank and Trust Co. bank and office building; Emile Well, Inc., Archt., 926 Whitney Central Bldg.; O. M. Gwin Construction Co., Contr., Union Indemnity Bldg.*

Tenn., Kingsport—Warner Service Co., 102 W. Clinch St., Knoxville, has electrical work contracts for First National Bank, Farmers and Merchants Bank and Kingsport Hospital.

Tex., McAllen—Antonio Nassar erect \$100,000 store and office building; brick and reinforced concrete, 4 stories, 50x140 ft.; A. M. Longoria, Archt.-Contr.; work started.

Va., Arlington—Peoples State Bank, Cherrydale, erect Arlington Branch, Bingham Rd. and Columbia Pike; brick and hollow tile, 1 story; cost about \$10,000; H. W. Cauffman, Contr., Arlington.

Churches

Ark., Bald Knob—Methodist Church let contract to J. S. Kelley, Searcy, for \$12,500 building; brick, 2 stories, composition roof, wood floors; John P. Almand, Archt., 1107 Boyle Bldg., Little Rock.

Ga., Augusta—T. G. Brittingham, 651 Broad St., has plumbing and heating contract for \$100,000 Curtis Baptist Church; Scroggs & Ewing, Archts., Lamar Bldg.; Palmer-Spevy Construction Co., Contr., 124 Eighth St.*

La., New Orleans—Architectural Cast Stone Co., 8122 Colapissa St., has cast stone contract for St. Maurice Church; heating, Wm. J. Houlihan, 7731 Panola St.; lumber, St. Claude Lumber Co., Inc., 909 Mehle Ave.;

reinforced concrete and stone residence, Redmont Park; 3 stories; J. F. Holley Construction Co., Contr., 817 19th St.

Ala., Birmingham—Geo. J. Wofford, 1420 N. 22d St., erect 2 hollow tile and stucco dwellings, Redmont Park; cast stone trim, 2 stories and basement, 50x150 ft. and 86x42 ft., tile and hardwood floors, tile roofs, wrought-iron balconies and railings, 6 baths and 2 toilets and 3 baths and 1 toilet, garbage incinerator, steam heat; Miller & Martin, Archts., 911 Title-Guaranty Bldg.; P. G. Williams, Contr., 833 W. Sixth Ave.

Ark., Monticello—Henry Trotter let contract at \$15,000 to P. L. Johnson, 1700 Pine St., for brick veneer residence; 2 stories and basement, 7 rooms, composition shingle roof, oak floors, tile bath, steam heat, garage; H. Ray Burks, Archt., Home Ins., Bldg., Little Rock.*

La., New Orleans—Daffan Realty Co., C. S. Dafian, Mgr., 1025 Third St., erect dwelling, Dartmouth St. near City Park Blvd.; asbestos roof; owner builds; plumbing, P. Brashears; wiring, C. L. Handley.

La., New Orleans—Henry J. La Branche, 2100 D'Abadie St., let contract at \$15,100 to Paul Broyard, 2444 Lapeyrouse St.; frame and stucco, 1 story, composition roof, plastered interior, tile baths, oak floors, hot air heat; E. M. Reynes, Archt., 822 Perdido St.*

La., New Orleans—Metairie Park, Inc., erect 2 dwellings, Metryclub Garden subdivision, Jefferson Parish; total cost \$38,500; C. N. Bott, Contr., Audubon Bldg.

Md., Baltimore—Eugene I. Rosenfeld, 545 W. Biddle St., erect \$10,000 brick residence and garage, Cross Country Blvd. and Charles Lane; 2 stories, 37x42 ft. and 20x20 ft., slate roof, hot water heat; H. A. Stilwell, Archt.; P. B. Strobel Co., Contr., Munsey Bldg.

Md., Baltimore—John Welsh 11 E. Fayette St., erect 4 frame dwellings, 3500-06 Hampshire Ave.; 1½ stories, 22x28 ft.; total cost \$10,000; Geo. Wessel, Archt., 3001 Lyttleton Rd.; owner builds.

Md., Baltimore—Jos. Peters, Falls Rd., erect 5 brick dwellings, 1200-08 Forty-second St.; 2 stories, 15x48 ft. and 19x35 ft., tin roof, steam heat; total cost \$10,000; Callis & Callis, Archts., 2055 Kennedy Ave.; owner builds.

Md., Baltimore—John J. Oren, Jr., erect \$16,000 brick residence, Englewood Ave. near St. Margaret Path; 2½ stories, 38x32 ft., slate roof, hot water heat; Chas. M. Anderson, Archt., 9 E. Pleasant St.; Henry T. Sorrell & Son, Contrs., 4112 Kathland Ave.

Mo., St. Louis—Wm. E. Baird, 131 Mermel St., erecting Colonial residence; Study & Farrar, Archts., Arcade Bldg.

Mo., University City, St. Louis—Webb L. Kammerer, 177 Waterman St. erect brick residence, 7218 Maryland Ave.; 2 stories, 34x32.10 ft., slate roof, hot water heat; 21x21.7 ft. garage; Gale E. Henderson, Architect, 1202-04 Arcade Bldg.; John Pohlmann, Contr., 3418 Wisconsin St.

Mo., University City, St. Louis—S. Thomas, 4943 Walsh St., erect \$14,000 residence and garage, 7114 Cambridge Ave.; brick, 2 stories, 40.3x31 ft., slate roof, hot water heat; A. Dougherty, Contr., 1340 Shawmut Place.

Mo., University City, St. Louis—Chas. B. Butcher, 6055 Cabanne Place, erect \$12,000 brick residence, 7396 Bedford St.; 2 stories, 39x32 ft., tile roof, hot water heat; H. Mueller, Archt.; owner builds.

S. C., Greenville—Brandon Mills, Aug. W. Smith, Pres., let contract to Cox & Hodgens, Maxeece Bldg., for 100 dwellings in mill village; total cost \$80,000 to \$90,000; E. S. Draper, Landscape Archt., Charlotte, N. C.

S. C., Woodruff—Woodruff Manufacturing Co., Aug. W. Smith, Pres., Brandon Mills, Greenville, erect 75 cottages in mill village; 4 rooms; total cost \$80,000 to \$90,000; Bailey Builders Supply Co., Contr., Union; contract for razing present dwellings on sites to R. A. Self, Spartanburg; total cost \$150,000.

Tenn., Jackson—H. G. Arnold erect \$37,000 residence; frame, 1 story, tile bath, composition roof, hardwood floors; J. F. Parish, Archt., K. C. R. Bldg.; I. M. Jaynes & Son, Contrs.

Tenn., Knoxville—G. L. Maples, 129 Florida St., erect 4 frame dwellings, Porter St. and Alma Ave.; 6 rooms; total cost \$11,000; Schubert Home Building Co., Contr., 1400 Washington Ave.

Tenn., Memphis—S. E. Reed, 41 Union Ave., erect 4 dwellings, 1311-15-19-23 Larkin St.; wide siding, 1 story, 24x38 ft., composition shingle roof, pine floors; R. S. Wilson, Contr., 931 Stafford St.

Tex., Amarillo—R. R. Wilkes erect \$13,000 residence; 2 stories, face brick, composition

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

roof, gas heat, hollow tile, plaster; G. C. Matthews, Contr., 912 W. Sixth St.

Tex., Amarillo—Western Fruit Co., 107 W. First St., erect \$10,000 brick and concrete dwelling; 1 story; G. C. Matthews, Contr., 912 W. Sixth St.

Tex., Amarillo—Mrs. A. E. Wolfin, 2100 Washington St., erect residence; E. F. Rittenberry, Archt., 303 Blackburn Bldg.; Coby & Rodnstad, gen. contract at \$33,500; plumbing and heating, Wheatley Co., Fourth and Taylor Sts., \$4555.

Tex., Galveston—Atty. W. E. Cranford, 2627 J St., erect Spanish type residence, Westmoor addition; stucco, Spanish tile roof, 6 rooms, built-in garage; contract let.

Tex., Houston—W. E. Rudloff erect \$11,000 brick veneer residence, Riverside Terrace; Sam H. Dixon, Jr., Archt., 711 Highland St.; Benson-Hall Co., Contr.

Tex., Houston—J. M. Stanley has contract for 9000 sq. ft. flooring for R. S. Sterling's residence under construction, Bay Ridge.*

Tex., San Antonio—T. M. Plummer, City Nat. Bank Bldg., erect brick and hollow tile residence; concrete foundation, 2 stories; Richard Vander Straten, Archt., Travis Bldg.; John Westerhoff, 209 School St., gen. contract at about \$20,000.

Va., Richmond—H. T. Eubank erect 5 frame dwellings, 1405-13 Claremont Ave.; 2 stories, 23x30 ft., slate roofs; plans and construction by City Building Corp., both Sixth and Franklin Sts.*

Government and State

Ky., Bowling Green—Armory Commission, care Lt. Gov. H. H. Denhardt, and Warren County erecting armory and community auditorium, Tenth and W. Chestnut Sts.; main auditorium seat 1200; Brinton B. Davis, Archt., Norton Bldg., Louisville; P. B. McChesney, Contr.; heating, Ernest Daugherty Plumbing-Heating-Electrical Co., \$4978; excavating.*

Ola., Tulsa—Lon R. Stansbury, care Stanbury Implement Co., 507 S. Boulder St., erecting \$50,000 building, Fourth and Frankfort Sts., for post office sub-station and 11 stores; John V. Starr, Archt., 102 S. Owasso St.; day labor.*

Hospitals, Sanitariums, Etc.

Fla., Daytona Beach—A. B. Moore & Co., Inc., 11 E. Fairview Ave., has plumbing contract for \$750,000 hospital for Halifax District; Wilson, Berryman & Kennedy, Archts., 1306 Palmetto Bldg., Columbia, S. C.; Stevens & Lee, Const. Archts., 45 Newberry St., Boston, Mass.; Southern Ferro Concrete Co., Contr., 50 E. Ellis St., Atlanta, Ga.*

Hotels and Apartments

Ala., Birmingham—Sherwood Apartment Co., care Sherwood A. Moore, Bankers Bond Bldg., soon have completed plans by J. C. Halsell, 502 Lincoln Life Bldg., for 3-story, 80x116-ft., brick veneer on hollow tile, 24-unit apartment building, 1225 Iroquois St.; built-up roof, tile baths, hardwood and yellow pine floors, electric refrigerators, incinerators, garage; owners build with day labor.

Fla., Jacksonville—J. C. Harris, 220 N. 12th St., erect four 2-story flats, Enterprise St., for J. Safer; \$20,000.

Fla., Jacksonville—C. F. Rogers has lot contract to Neal D. Evans, 216 Main St., for \$75,000 apartment building on Riverside Ave., between Stockton and Osceola Sts.; C. C. Oehme, Archt.

Fla., Pass-a-Grille—J. A. MacArthur started work on \$20,000, 2-story apartment and garage building; brick and tile; M. B. Welch, Contr., 714 Central Ave., St. Petersburg; J. E. Bullard, Archt.

Fla., St. Petersburg—Charles O. Parks, Poinsettia Arcade, let contract to M. B. Welch, 714 Central Ave., for construction of \$100,000, 3-story apartment house at 12th St. and 34th Ave. north.

Mo., St. Louis—M. A. Donley, 2106A Linton St., let contract to A. Klessling, 2158 Linton St., for \$13,500, 2-story, brick, 35x52-ft. tenement, 2108 Linton St.; tar and gravel roof, hot air heat; F. A. Stiers, Archt., 6305 Chatham St.

Mo., St. Louis—B. Merade, 408 Chestnut St., let contract to Liebert & Reilly, 408 Chestnut St., for two 2-story, brick, 19x47-ft. tenements, 4208-10 Garfield St.; \$15,000, tar and gravel roof, hot air heat; H. W. Guth, Archt., 813 Chestnut St.

Mo., St. Louis—C. Higgins, 1410 Clarendon St., let contract to Duke Realty and Construction Co., 324 Central Natl. Bank Bldg., for \$12,000, 2-story, 34x52-ft. tenement and \$18,000, 28x102-ft. tenement, 4892-4 Kossooth St. and 4120-4 Euclid St.; gravel roof, steam heat; V. C. Hunter, Archt., 6624 Magnolia St.

In writing to parties mentioned in this department it will be of advantage to all concerned

Mo., St. Louis—J. Borer, 6141 Magnolia St., erect \$10,000, 2-story, brick, 35x48 ft., tene-ment, 6141-3 Magnolia St.; hot air heat, composition shingle roof; owner builds.

Mo., St. Louis—Richardson Building Co., 5200 Nottingham St., erect three 2-story, 25x48 ft., brick tenements, 5000-4-6 Winona St.; \$18,000, warm air heat, tile roofs; owner is Archt.-Builder.

Tex., Edinburg—Mrs. R. E. Clopton and Mrs. Mabelle Spalding let contract to A. J. Ross for construction of \$30,000, 2-story, frame rooming house; also planning to erect 3-story, 50-room, brick hotel building next year.

Miscellaneous

Fla., Jacksonville—Trustees of Jacksonville Free Public Library, Joseph F. Marion, Librarian, Ocean and Adams Sts., let contract to Gude & Co., Buckman Bldg., at \$13,800, 1-story, brick and tile, 32x60-ft. Branch Library Building, Wilder Park; Mellen C. Greeley, Archt., 32 W. Forsyth St.

La., New Orleans—Metairie Park, Inc., let contract to C. N. Bott, Audubon Bldg., for \$19,952, 2-story building, and \$18,496, frame building.

Md., Baltimore—Frank J. Rihe, 2812 Alabama Blvd., erect \$22,000, 3-story, brick, 22x42 ft. building, S. W. cor. Maple and Evergreen Aves.; Callis & Callis, Archts., 2055 Kennedy Ave.; owner builds.

N. C., Lenoir—Tipton Funeral Home, J. S. Tipton, Mgr., remodeling, putting in new front, showrooms, chapel, etc.

Railway Stations, Sheds, Etc.

Miss., Jackson—New Orleans Great Northern Railroad Co., W. E. Farris, Vice-Pres. and Gen. Mgr., 909 Whitney-Central Bldg., New Orleans, La., started work on new freight and passenger depots.

Schools

Fla., Osprey—Sarasota County Board of Public Instruction, Sarasota, let contract to Beccetto & Romersa, 2926 Eighteenth St., Tamina, at \$19,306, for construction of school building.*

Ga., Athens—University of Georgia let contract to C. H. Van Ormer Co., Healey Bldg., Atlanta, for construction of \$215,000, 3-story, reinforced concrete frame, brick exterior walls, 228x65-ft. School of Commerce and Journalism; wood, tile, terrazzo and hardwood floors, copper roofing; equipment and furnishings cost \$30,000; Hertz, Reid & Adler, Archts.; Phil Schutze, Asso., both 1330 Candler Bldg.; Robert J. Fiske, Engr., Healey Bldg., all Atlanta, Ga. (See Machinery Wanted—Tile; Metal Doors; Steel Sash and Trim; Flooring; Cast Stone.)^{1/2}

Ga., Hebardville—Ware County Board of Education, R. C. Cavender, Supt., Waycross, started work on reconstruction of Wacoona School, recently burned; V. C. Parker, contractor in charge.*

Ky., Lexington—Huntington Iron Works, 831 Adams St., Huntington, W. Va., received contract for all structural steel and ornamental iron work on \$327,220 High School building, for which J. T. Jackson Lumber Co., Bell Line and Price Ave., has general contract; contract covers complete fabrication, delivery and permanent erection and requiring 386 tons of steel.*

La., Jonesboro—Jackson Parish School Board let contract to S. J. Rockhold, Alexandria, at \$74,352 for construction of 2-story, reinforced concrete and cast stone trim High School building; J. W. Smith, Archt., Ouachita Bank Bldg., Monroe.*

Okl., Midway—School Board let contract to I. P. Graham, Durant, for construction of 1-story, brick school building; Albert S. Ross, Archt., Ada.

Tex., Livingston—School Board, R. L. Johnson, Supt., let contract to Stanley & Smith Durant, Okla., for \$11,000 home economics and science building.

Stores

Ala., Birmingham—Tippin & Sanders, 1320 1/2 N. 19th St., started work on 2-story and basement, 36-room, brick veneer store and apartment building, N. 14th Ave. and 19th St.; \$22,000; tar and gravel roof; private plans; owner builds with day labor.

Ala., Birmingham—Foster & Creighton Co., Contr., Seventh Ave. N., tearing down building at 1820 Second Ave. North for a \$145,000, 5-story, reinforced concrete, fireproof commercial building for the Henley Estate, Capt. Courtney S. Henley, Mgr., 322 21st St.

Ala., Sheffield—John J. Nyhoff Properties let contract to Ward & Titus for \$40,000 1-story and basement, 114x145 ft., stone, stucco and hollow tile commercial building, Jackson

Highway and Jackson Court; Harry J. Frahn Co., Inc., Archt.

Ark., Walnut Ridge—Z. M. McCarroll let contract to Homer Craig, construction of 2 buildings on Main St., replace structures burned; Mr. Craig will also repair building occupied by Fair store.*

La., Alexandria—R. W. Bringhurst let contract to Hayden Investment Co. for \$10,900 brick and concrete store building; Barrett roof, plastered interior, gas fixtures; electric wiring to Evans Bros.; plumbing to P. Brasher; private plans.

La., Alexandria—J. E. Thorsell and L. O. Pry let contract to F. M. LeBlanc for \$10,000, 1-story, brick, 100x20 ft. store building, Bolton Ave. and Jackson St.; plumbing to G. W. Zoder; electric wiring to Royal Electric Co.; Clarence Saunders, care C. E. Crouch, local Mgr., lessee.*

La., Independence—Agricultural and Supply Co. let contract to Dominick Anbalone, at \$25,200, for construction of 2-story, reinforced concrete store building; E. M. Reyes, Archt., 822 Perdido St., New Orleans.*

Md., Baltimore—H. Fritche erect \$10,000, 2-story building, 1115 Belair Road; 81x52 ft., brick, slab roof; George Wessel, Archt., 601 W. 40th St.; owner builds.

Md., Baltimore—J. W. Tottle, 529 N. Gay St., let contract to Consolidated Engineering Co., 20 E. Franklin St., for 2-story, brick addition to rear of present store building at 1130-2-4 McElroy St.; Charles M. Anderson, Archt., 9 E. Pleasant St.

N. C., Hendersonville—M. Jones received contract at \$20,000 for reconstruction of portions of Hunter Building, occupied by Brenner-Penny Department Store before recent fire.

Ola., Chickasha—Hall & Briscoe Co. let following sub-contracts on construction of business building: Acme Brick Co., Braniff Bldg., brick; O. K. Cut Stone Co., 716 W. Second St., stone; J. B. Klein Iron & Fdry. Co., 1006 W. Second St., steel; all Oklahoma City; O. Coffman in charge of work; E. H. Eads & Co., Archts., Chickasha.*

Ola., Oklahoma City—D. F. Peyton Co., 128 1/2 W. Main St., remodeling business building at cost of \$25,000; concrete construction, 3 stories, 50x140 ft.; no general contract work under R. H. Stoddard, Archt., American Natl. Bldg.; Harry Pruess, 410 E. Eighth St., heating; Snyder Electric Co., electrical work; Otis Elevator Co., 1 elevator; B. C. Kenyon, brickwork; Passmore Roofing Co., roofing. (See Machinery Wanted—Plate Glass; Flooring Tile; Flooring.)*

Tenn., Dyersburg—W. H. Fowler let contract to R. L. Foston for remodeling commercial building recently burned; J. Frazier Smith & H. M. Burnham, Archts., Goodwyn Institute Bldg., Memphis.

Tenn., Memphis—Dave Dermon, Dermon Bldg., erect \$10,000, 1-story, 48x100 ft., brick and mill store building, S. Third St.; W. C. Lester, Archt., 824 Dermon Bldg.; owner builds.

Tex., Edinburg—Max Tavss, Edinburg, and M. Hessel, Mercedes, will erect 3-story brick building instead of 2-story structure, as planned; \$60,000; A. H. Woolridge, Archt.: A. J. Ross, Contr.

Tex., Houston—Ben S. Parsons, 1310 Hadley Ave., let contract to Howell Kidd, 2001 Calumet St., for \$10,000, brick veneer store building at Hadley and Austin Sts.; Sam H. Dixon, Jr., Archt., 711 Highland St.

Theaters

Fla., Gulfport—Pres. B. T. Rodd of Gulfport Chamber of Commerce, announced plans for \$15,000 community theater building on Second St.; Weber & Yates, Contrs.

La., New Orleans—H. L. Jacobs has permit for repairing fire damage at theater, Prytanis and Valmont Sts.; cost \$10,200; Emile Weil, Archt., Whitney Annex; Richard McCarthy, Contr., Canal Commercial Bldg.

Warehouses

Fla., Jacksonville—Florida Casket Co., Palmetto St., let contract to W. T. Hadlow, Baldwin Bldg., for construction of \$25,000, 2-story brick warehouse, Duval St., between Palmetto St. and Hogan's Creek.

Tex., Corpus Christi—San Antonio Machine & Supply Co., F. B. Sechrist, local Mgr., 102 S. Chaparral St., let following contracts on \$300,000, 100x139 ft., fireproof, all-steel warehouse, fronting on bay between Cooper St. and Tex-Mex tracks: Piling and filling, Charles Mew, 1515 Morris Ave.; concrete foundations and footings, J. W. Birmingham, 624 Mesquite St.; erection of steel, Orange Car & Steel Co.; electric crane installation, Northern Engineering Works, 210 Chene St., Detroit. Herbert S. Green, Archt., Alamo Natl. Bank Bldg., San Antonio.*

If the Manufacturers Record is mentioned.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Air Compressor.—Gulf Refining Co. of La., Church and Huntington Sts., Jonesboro, Ark.—Wants small air compressor to be operated by city electric current.

Air Compressor.—Contractor, Room 302 "A," 1947 Broadway, New York.—Wants cross compound steam-driven air compressor, 1000 to 1100-ft. capacity; 9x8 to 10x12 belted air compressor, second-hand.

Battery Charger.—See Machine Shop Equipment.

Bench Grinder.—Toys and Novelties Co. of Alabama, A. F. Kendall, Mgr., Box 402, Huntsville, Ala.—Wants prices on one 6-in. bench grinder, direct-motor drive, 3-phase, 60-cycle, 110-volt, A. C., equipped with thin metal saw on one end of mandrel; other end to have $\frac{1}{4}$ -in. emery for grinding soft metal; also buffer attachment.

Benches (Park).—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Jan. 30 for 30 park benches, with wrought-iron arms.

Bottles.—Old World Parfum Co., 1120 Chambers Bldg., Kansas City, Mo.—Wants prices on bottles to use in vending machine.

Boxes, etc.—Old World Parfum Co., 1120 Chambers Bldg., Kansas City, Mo.—Wants prices on boxes, crating, etc., for vending machines.

Bridge.—Safety Harbor, Fla. See Construction News—Bridges, Culverts, Viaducts.

Bridge.—State of Alabama will build several bridges. See Construction News—Roads, Streets, Paving.

Bridges.—Brenham, Tex. See Construction News—Bridges, Culverts, Viaducts.

Building Material.—James Stewart & Co., Inc., 507-09 Evans Bldg., Washington, D. C.—Wants estimates until Jan. 7 on all material, including alternates, on Fidelity-Philadelphia Trust Bldg.; Simon & Simon, Archts., 249 S. Juniper Bldg., Philadelphia; plans from Washington and New York offices.

Cable.—Terrance Wynn, 1947 Broadway, New York city.—Wants one or two pieces $\frac{1}{2}$ or $\frac{1}{4}$ diam. new or used cable; state lengths.

Canning Plant.—Okaloosa County Chamber of Commerce, Crestview, Fla.—Wants to correspond with outside capitalists who are interested in establishing a blueberry canning plant.

Cars (Dump).—W. M. Smith & Co., Birmingham, Ala.—Wants ten to twelve 12-yd. dump cars.

Cast Stone.—Pittman Construction Co., 205 Rhodes Bldg., Atlanta, Ga.—Wants prices on cast stone for \$300,000 church.

Cast Stone.—Callaway & Nethercot, Archts., 622 Mesquite St., Corpus Christi, Texas.—Wants prices on cast stone for \$35,000 apartment house in San Benito.

Cast Stone.—Hentz, Reid & Adler, Archts., 1330 Candler Bldg., Atlanta, Ga.—Want prices on cast stone for \$189,000 building at University of Georgia.

Cast Stone.—J. E. Taylor, American Natl. Bldg., Oklahoma City.—Wants prices on cast stone for \$30,000 Trinity Baptist Church.

Cement.—C. H. Pittman, Mgr., Oklahoma Yam Co., Crescent, Okla.—Wants prices on 2000 bbls. of cement

Coats (Sheepskin Lined).—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Jan. 7 to furnish 300 sheepskin-lined coats; delivery Philadelphia, Pa. Sch. No. 342.

Compressors and Steel Drums.—B. E. Thompson, Jr., 612 Marshall St., Shreveport, La.—Wants to correspond with firms that handle compressors and steel drums for natural gas to be sold to homes where there is no gas for fuel, cooking purposes, etc.

Contractors' Machinery, etc.—Carolina Tractor and Equipment Co., W. C. Heitman, Sec.-Treas., Greensboro, N. C.—Wants literature, prices and discounts on all lines of machinery and supplies used by counties and contractors.

Cotton Compress Outfit.—G. H. Trueblood, P. O. Box 456, Childress, Tex.—Wants standard compress machine for plant at Turkey.

Counters (Mechanical).—Old World Parfum Co., 1120 Chambers Bldg., Kansas City, Mo.—Wants prices on counters; Veeder or otherwise.

Crane.—Hackley Morrison Co., Inc. (Mehy), Dealer, 1708 Lewis St., Richmond, Va.—

Wants 1-ton overhead crane, to handle a $\frac{3}{4}$ -yd. bucket, 3 phase, 60 cycle, 220-240 volts, having 50 to 80 ft. span, with or without runways.

Crates or Hampers.—C. H. Pittman, Mgr., Oklahoma Yam Co., Crescent, Okla.—Wants prices on 300,000 ventilated bushel hampers or crates.

Crucibles.—C. A. Benton, 1017 Fairview, Houston, Tex.—Wants prices on crucibles for furnace for smelting iron.

Crushed Stone.—See Sewage Disposal Plant.

Drills.—See Machine Shop Equipment.

Drill Bits and Reamers.—See Machine Shop Equipment.

Electric Tool Grinder.—See Machine Shop Equipment.

Electrical Work.—S. L. Hardin, Supt. of Schools, Mission Independent School District, Mission, Texas.—Wants bids on electrical work, to be opened about Feb. 1st, for \$70,000 school building.

Electric Refrigerators.—Callaway & Nethercot, Archts., 622 Mesquite St., Corpus Christi, Texas.—Wants prices on electric refrigerators for \$55,000 apartment house in San Benito.

Electric Refrigerators.—R. Stanley Carswell, 1133 Calvert Bldg., Baltimore, Md.—Wants prices on electric refrigerators for dwellings.

Enameling Materials.—C. A. Benton, 1017 Fairview, Houston, Tex.—Wants enameling materials for enameling on gray iron and steel, such as borax, soda, boric acid, felspar, quartz, saltpeter, zinc oxide, bone ash, red lead, stannic oxide nickel, fluospar, sodium silicosulfide, etc.

Engine (Hoisting).—Terrence Wynn, 1947 Broadway, New York City.—Wants 10x12 or larger double-cylinder, double-drum friction and reversible link-steam hoisting engine; Flory fg. Co. make only.

Film.—R. N. Moulton, Clerk, Kanawha County Court, Charleston, W. Va.—Receives bids Jan. 7, 1927 to furnish the dirt and making 2400 cu. yds. fill behind the Poca River bridge abutment; plans with County Road Engr.

Fittings.—See Pipe (Cast Iron).

Flags.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Jan. 3 for 1000 flags, 5-ft. hoists and 50 10-ft. hoists, as per attached U. S. V. B. specifications.

Flood-Control Work.—Cameron County Commrs., Brownsville, Tex.—Receives bids Jan. 12 for construction of flood-control works in Units 1 to 14, inclusive, of Division A, being the north floodway, and Units 1 to 12, inclusive, of Division B, being the Arroyo Colorado floodway; approximate quantities for Division A in clearing and grubbing 8000 acres; 3,000,000 cu. yds. levee work, 150 cu. yds. concrete, etc.; for Division B, 700 acres clearing and grubbing, 2,000,000 cu. yds. levee work, 2200 cu. yds. concrete, etc.; W. O. Washington, County Engr.

Flooring.—R. Stanley Carswell, 1133 Calvert Bldg., Baltimore, Md.—Wants prices on tile, hardwood and linoleum flooring for dwellings.

Flooring.—Hentz, Reid & Adler, Archts., 1330 Candler Bldg., Atlanta, Ga.—Wants prices on linoleum, rubber tile and composition flooring for \$75,000 library at Wesleyan College, Macon.

Flooring.—Wogan & Bernard, Archts., Raymond Bldg., Baton Rouge, La.—Wants prices on tile and hardwood flooring for \$350,000 building at Louisiana State University.

Flooring.—R. H. Stoddard, Archt., American Natl. Bldg., Oklahoma City, Okla.—Wants prices on parquetry flooring for business building.

Flooring (Hardwood).—Rev. Jos. Carden, Rector, St. Phillips P. E. Church, Ardmore, Okla.—Wants prices on hardwood flooring for \$35,000 building.

Flooring.—Hentz, Reid & Adler, Archts., 1330 Candler Bldg., Atlanta, Ga.—Want prices on terrazzo and hardwood flooring for \$180,000 building at University of Georgia.

Flooring.—Pittman Construction Co., 205 Rhodes Bldg., Atlanta, Ga.—Wants prices on tile, linoleum and rubber-tile flooring for \$300,000 church.

Flooring.—J. E. Taylor, American Natl. Bldg., Oklahoma City, Okla.—Wants prices on hardwood and linoleum flooring for \$30,000 Trinity Baptist Church.

Flooring (Hardwood).—E. F. Rittenberry,

Archt., 303 Blackburn Bldg., Amarillo, Texas.—Wants prices on hardwood flooring for \$50,000 High School at Petersburg.

Flooring Tile.—R. H. Stoddard, Archt., American Natl. Bldg., Oklahoma City, Okla.—Wants prices on flooring tile for business building.

Flooring Tile.—E. G. Holladay Co., Contractors, 802 Martin Bldg., Birmingham, Ala.—Wants prices on flooring tile for \$250,000 Club Yamakita resort hotel, Shelby Springs.

Footways.—Baltimore, Md. See Construction News—Roads, Streets, Paving.

Furnace (Enameling) Equipment.—C. A. Benton, 1017 Fairview, Houston, Tex.—Wants prices on furnace equipment for enameling work.

Galvanized Iron.—G. H. Trueblood, P. O. Box 456, Childress, Tex.—Wants galvanized iron for cotton compress at Turkey.

Gravel.—Abbeville, La.—See Construction News—Roads, Streets, Paving.

Gravel.—W. E. Atkinson, Chrmn., Louisiana Highway Comsn., Reymond Bldg., Baton Rouge, La.—Receives bids Jan. 13, 1927, to furnish approximately 2000 cu. yds. washed and screened gravel, f. o. b. cars at Pollock, La., for surfacing on the following highway: Federal Aid Project 164-A; Grant Parish: Pollock-Jena Highway; W. B. Robert, State Highway Engr.

Gravel.—W. F. Henson, Town Clerk, Ripley, Miss.—Receives bids Jan. 11 for 165 tons of gravel, pit run, and bids for grading, graveling and draining Pine St., 122.1 cu. yds. common excavation; 110 cu. yds. gravel in place; O. F. Street, Mayor.

Heating.—S. L. Hardin, Supt. of Schools, Mission Independent School District, Mission, Texas.—Wants bids on heating, to be opened about Feb. 1st, for \$70,000 school building.

Gravel.—Jennings, La. See Construction News—Roads, Streets, Paving.

Heating System.—United States Veterans Bureau, L. H. Tripp, Chief Constr. Div., Room 791, Arlington Bldg., Washington, D. C.—Bids Jan. 18 for heating system for 5 bungalows at U. S. Veterans Hospital No. 90; plans and specifications from Constr. Division.

Hollow Tile.—E. F. Rittenberry, Archt., 303 Blackburn Bldg., Amarillo, Texas.—Wants prices on hollow tile for \$50,000 high school at Petersburg.

Hollow Tile.—Hentz, Reid & Adler, Archts., 1330 Candler Bldg., Atlanta, Ga.—Wants prices on hollow tile for \$75,000 library at Wesleyan College, Macon.

Hollow Tile.—George R. Callis, Jr., 1800 Hearst Tower Bldg., Baltimore, Md.—Wants prices on hollow tile for \$25,000 warehouse.

I Beams.—Contractor, Room 302 "A," 1947 Broadway, New York.—Wants used I beams, 6 to 12 in.: different lengths.

Ice Machine.—Try Me Bottling Co., Madison Ave., and Preston St., Baltimore, Md.—Wants prices on ice machine.

Ice Plant.—R. A. Jones, Chattanooga, Tenn.—Wants to correspond with persons interested in establishing ice plant in Chattanooga.

Incinerators.—Callaway & Nethercot, Archts., 622 Mesquite St., Corpus Christi, Texas.—Wants prices on incinerators for \$55,000 apartment house in San Benito.

Lathe.—See Machine Shop Equipment.

Limestone.—Rev. Jos. Carden, Rector, St. Phillips P. E. Church, Ardmore, Okla.—Wants prices on limestone for \$35,000 building.

Limestone.—Hentz, Reid & Adler, Archts., 1330 Candler Bldg., Atlanta, Ga.—Wants prices on limestone for \$75,000 library at Wesleyan College, Macon.

Limestone.—Wogan & Bernard, Archts., Raymond Bldg., Baton Rouge, La.—Wants prices on limestone for \$350,000 building at Louisiana State University.

Limestone.—George R. Callis, Jr., Archt., 1800 Hearst Tower Bldg., Baltimore, Md.—Wants prices on limestone for \$25,000 warehouse.

Lumber.—C. H. Pittman, Mgr., Oklahoma Yam Co., Crescent, Okla.—Wants prices on 350,000 ft. of No. 2 lumber.

Lumber.—G. H. Trueblood, P. O. Box 456, Childress, Tex.—Wants lumber for cotton compress at Turkey.

Machine Shop Equipment.—Simmons & Ward, Monroeville, Ala.—Wants prices on second-hand equipment, including lathe, drills, shaper, milling machine, battery

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

charger, overhead traveling chain block, 2500-lb. drill bits and reamers, electric hand drill, grinding stand and electric tool grinder, 220-volt, 3-phase.

Marble.—Wogan & Bernard, Archts., Raymond Bldg., Baton Rouge, La.—Wants prices on marble for \$350,000 building at Louisiana State University.

Marble.—Wogan & Bernard, Archts., 1330 Candler Bldg., Atlanta, Ga.—Wants prices on marble for \$75,000 library at Wesleyan College, Macon.

Metal Ceilings.—S. L. Hardin, Supt. of Schools, Mission Independent School District, Mission, Texas.—Wants prices on metal ceilings for \$70,000 school building.

Metal Ceilings.—J. E. Taylor, American Natl. Bldg., Oklahoma City, Okla.—Wants prices on metal ceilings for \$30,000 Trinity Baptist Church.

Metal Ceilings.—E. F. Rittenberry, Archt., 303 Blackburn Bldg., Amarillo, Texas.—Wants prices on metal ceilings for \$55,000 high school at Petersburg.

Metal Doors.—Hentz, Reid & Adler, Archts., 1330 Candler Bldg., Atlanta, Ga.—Want prices on metal doors for \$180,000 building at University of Georgia.

Metal Doors.—J. E. Taylor, American Natl. Bldg., Oklahoma City, Okla.—Wants prices on metal doors for \$30,000 Trinity Baptist Church.

Metal Doors and Sash.—George R. Callis, Jr. Archt., 1800 Hearst Tower Bldg., Baltimore, Md.—Wants prices on metal doors and sash for \$25,000 warehouse.

Metal Weather Strips.—U. S. Veterans Bureau, Room 791, Arlington Bldg., Washington, D. C.—Receives bids Jan. 25 for metal weather strips at U. S. V. Hospital No. 97, Chillicothe, Ohio.

Milling Machine.—See Machine Shop Equipment.

Mirrors, etc.—Old World Parfum Co., 1120 Chambers Bldg., Kansas City, Mo.—Wants prices on mirrors, nickel plating used in manufacture of vending machines.

Miscellaneous Supplies.—Panama Canal, A. L. Flint, General Purchasing Officer, Washington, D. C.—Receives bids Jan. 11 to furnish pumps, rate controllers, test benches, brake-refining outfit, glass panels, sewer pipe, roofing and ridge roll, poultry netting, bricks, pig-iron, copper, monotype metal, pig tin, glass, panel boards, cable, deck cord, electrides, light fixtures, setthe blades, shackles, files, quicklime, calcium carbide, automobile fabric, cheesecloth, paper napkins, etc. Blank forms and information (Circular 1775) on application to offices of Panama Canal Asst. Purchasing Agents at 24 State St., New York 611 Gravier St., New Orleans, La.; Fort Mason, San Francisco, Cal.; also from U. S. Engineer offices throughout country.

Motion Picture Machine (Second-hand).—Rev. Alarie James Drew, 41 N. Moy St., Southern Pines, N. C.—Wants prices on second-hand motion-picture machine for parish house.

Motor.—Simmons & Ward, Monroeville, Ala.—Wants prices on 5 to 7 h.p. motor; ball-bearing, 3-phase, 220-volt.

Paper (Typewriter).—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Jan. 3 for 696 reams (1092.72 lbs.) manifold typewriter paper.

Paving.—Marion, Ala. See Construction News—Roads, Streets, Paving.

Paving.—Gainesville, Fla. See Construction News—Roads, Streets, Paving.

Paving.—Sanford, Fla. See Construction News—Roads, Streets, Paving.

Paving.—Lubbock, Tex. See Construction News—Roads, Streets, Paving.

Pencils, etc.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Jan. 6 for 150 doz. of No. 1, and 4896 doz. of No. 2 black lead pencils; 156 doz. red pencils; 72 doz. of copying pencils; 5000 boxes wire clips, and 50 doz. typewriter erasers.

Perfumes, etc.—Old World Parfum Co., 1120 Chambers Bldg., Kansas City, Mo.—Wants prices on perfumes, etc., for use in vending machines.

Pipe (Cast Iron).—See Water Works.

Pipe (Steel).—See Water Works.

Pipe (Cast Iron).—See Sewers.

Pipe (Concrete).—See Sewers.

Pipe (Cast Iron).—Board of Awards, Baltimore, Md., J. S. Strothmeyer, Act. Ch. Engr., receives bids Jan. 5 for furnishing and delivering cast-iron pipe and fittings to Bureau of Water Supply; B. L. Crozier, Ch. Engr.

Pipe Organ (Second-hand).—Rev. Alarie James Drew, 41 N. Moy St., Southern Pines, N. C.—Wants prices on small second-hand pipe organ for parish house.

Plate Glass.—R. H. Stoddard, Archt., American Natl. Bldg., Oklahoma City, Okla.—Wants prices on plate glass for business building.

Plate Glass.—Old World Parfum Co., 1120 Chambers Bldg., Kansas City, Mo.—Wants prices on plate glass cut and beveled to specifications; used in manufacture of vending machines.

Plumbing.—S. L. Hardin, Supt. of Schools, Mission Independent School District, Mission, Texas.—Wants bids on plumbing, to be opened about Feb. 1st, for \$70,000 school building.

Power Plant.—University of Texas, Austin, Tex., H. J. Lutcher Stark, Chrmn.—Receives bids Jan. 18 for erection and completion of fireproof power plant building at campus; Herbert M. Greene Co., University Archts., Santa Fe Bldg., Dallas.

Power Presses.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Jan. 6 for power presses for laundry machinery for U. S. V. Hospital, Fort Bayard, New Mexico.

Presses (Forming).—C. A. Benton, 1017 Fairview, Houston, Texas.—Wants prices on presses for forming articles out of light steel.

Pumps.—See Water Works.

Pumps (Dredge).—W. S. Fallon Co., Engrs., 326 Union Bldg., 1836 Euclid Ave., Cleveland, Ohio.—Wants two 16 or 18 in. dredge pumps: prefer steam drive.

Quarterboat Superstructures.—Office Mississippi River Comsn., First and Second Dists., 1006 McCall Bldg., Memphis, Tenn.—Receives bids Jan. 6, 1927, to construct from materials furnished, two quarterboat superstructures at Memphis, Tenn.

Road.—Abbeville, La., will build 4 roads. See Construction News—Roads, Streets, Paving.

Road.—West Palm Beach, Fla. See Construction News—Roads, Streets, Paving.

Road.—Decatur, Tex. See Construction News—Roads, Streets, Paving.

Road.—Montague, Texas. See Construction News—Roads, Streets, Paving.

Road.—Jennings, La. See Construction News—Roads, Streets, Paving.

Road.—Ellisville, Miss. See Construction News—Roads, Streets, Paving.

Road.—Stuart, Fla. See Construction News—Roads, Streets, Paving.

Road.—State of Alabama will build 8 roads. See Construction News—Roads, Streets, Paving.

Rolling Partitions.—J. E. Taylor, American Natl. Bldg., Oklahoma City, Okla.—Wants prices on rolling partitions for \$30,000 Trinity Baptist Church.

Roofing (Composition).—E. F. Rittenberry, Archt., 303 Blackburn Bldg., Amarillo, Texas.—Wants prices on composition roofing for \$50,000 high school at Petersburg.

Roofing.—C. H. Pittman, Mgr., Oklahoma Yam Co., Crescent, Okla.—Wants prices on 1250 squares of sheet-iron roofing.

Roofing (Composition).—W. G. & Bernard, Archts., Raymond Bldg., Baton Rouge, La.—Wants prices on composition roofing for \$350,000 building at Louisiana State University.

Roofing Tile.—Callaway & Nethercot, Archts., 622 Mesquite St., Corpus Christi, Texas.—Wants prices on roofing tile for \$55,000 apartment house in San Benito.

Seating.—O. Harvey Miller, McLachlen Bank Bldg., Washington, D. C.—Receiving bids on chairs for eighth floor, 50x100 ft., assembly hall of Carpenters' Office Bldg.

Seating (Church).—Rev. Alarie James Drew, 41 N. Moy St., Southern Pines, N. C.—Wants prices on folding chairs for parish house seating about 200 persons; chairs to come 2 or 3 attached.

Sewage Disposal Plant.—Town of Blacksburg, Va., F. E. Eheart, Chrmn. Sewer Commission, and Virginia Polytechnic Institute, Julian A. Bruss, Pres.—Receives bids Jan. 20 for construction sewage disposal works for institute and town: work includes furnishing all labor and materials required for construction of Imhoff tank, contact beds, final settling tank and sludge bed, with appurtenances: approximate quantities 6000 cu. yds. earth excavation, 1500 cu. yds. rock excavation, 1675 yds. reinforced concrete, 6500 cu. yds. crushed stone; S. B. Williamson, Consrt. Engr., 704 National Bank Bldg., Charlottesville.

Tunnel.—Hamilton County Highway Comrs., T. S. Wilcox, Chrmn., Chattanooga, Tenn.—Receives bids Jan. 11 to furnish all labor, tools, machinery, equipment and materials necessary and required for construction of highway tunnel or twin tunnels through Missionary Ridge and the approaches thereto; A. M. Nelson, Tunnel Engr., Courthouse, Chattanooga.

Vaults.—John Marshall, Sherman, Tex.—Wants prices on vaults for \$175,000 audi-

Sewers.—City Comns., Tampa, Fla.—Receives bids Jan. 4 for constructing sanitary sewer system; 2166 ft. of 8-in. concrete pipe; 900 ft. of 4-in. concrete pipe; 240 ft. of 8-in. cast-iron pipe; 8 Class A manholes; Y's, etc. etc.; R. D. Martin, City Engr.

Sewers.—Board of Public Works, Paducah, Ky.—Receives bids Jan. 13 for furnishing tools, labor, materials and constructing system of sewers in Zones 6 and 7 of Sewer District No. 3, and storm sewers in Zone 8 of Sewer District No. 3, and storm sewers in Zones A and B of Sewer District No. 1; Black & Veatch, Consrt. Engrs. and Supervising Engrs., Mutual Bldg., Kansas City, Mo., and Paducah, Ky.

Shaper.—See Machine Shop Equipment.

Sheet Metal Novelty.—T. C. Scott, Box 190, Orlando, Fla.—Wants to correspond with firms that manufacture small articles out of sheet metal, nickel-plated.

Steel Cabinets.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Jan. 3 for four 3-draw steel cabinets for filing X-ray film, size 14x17 in.; Yawman & Erbe Mfg. Co.'s 5838 or equal.

Steel Drums.—See Compressors and Steel Drums.

Steel Sash and Trim.—Pittman Construction Co., 205 Rhodes Bldg., Atlanta, Ga.—Wants prices on steel sash and trim for \$300,000 church.

Steel Sash and Trim.—Wogan & Bernard, Archts., Raymond Bldg., Baton Rouge, La.—Wants prices on steel sash and trim for \$350,000 building at Louisiana State University.

Steel Tank and Tower.—U. S. Veterans Bureau, Room 791, Arlington Bldg., Washington, D. C.—Receives bids Jan. 11 for construction of steel water tank and tower at U. S. V. Hospital, Ft. Snelling, Minn.

Street.—Cartersville, Ga. See Construction News—Roads, Streets, Paving.

Surgical Instruments.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Jan. 3 for surgical instruments to be Dr. Harvey Cushing type, manufactured by Codman & Shurtleff or equal; etc.

Synthetic Rubber Machinery, etc.—D. W. Bolin, Jr., Box 435, Pine Bluff, Ark.—Wants complete information and prices on machinery, equipment and materials for manufacture of rubber: especially using as a base a product processed from crude oil.

Tank.—See Sewage Disposal Plant.

Tank and Tower.—See Water Works.

Tank and Tower.—City of Lineville, Ala., J. W. Jones, Mayor.—Wants 60,000 gal. steel tank on 60 ft. tower.

Terra Cotta Trim.—John Marshall, Sherman, Tex.—Wants prices on terra cotta trim for \$175,000 auditorium-administration building at Kidd-Key College and Conservatory.

Terra Cotta Trim.—Pittman Construction Co., 205 Rhodes Bldg., Atlanta, Ga.—Wants prices on terra cotta trim for \$300,000 church.

Terra Cotta Trim.—Callaway & Nethercot, Archts., 622 Mesquite St., Corpus Christi, Texas.—Wants prices on terra cotta trim for \$55,000 apartment house in San Benito.

Tile.—Pittman Construction Co., 205 Rhodes Bldg., Atlanta, Ga.—Wants prices on hollow and interior tile for \$300,000 church.

Tile.—John Marshall, Sherman, Tex.—Wants prices on hollow, interior and flooring tile for \$175,000 auditorium-administration building, Kidd-Key College and Conservatory.

Tile.—Hentz, Reid & Adler, Archts., 1330 Candler Bldg., Atlanta, Ga.—Want prices on hollow and interior tile for \$180,000 building at University of Georgia.

Tile.—Wogan & Bernard, Archts., Raymond Bldg., Baton Rouge, La.—Wants prices on hollow, interior and flooring tile for \$350,000 building at Louisiana State University.

Towels.—U. S. Veterans Bureau, Supply Division, Washington, D. C.—Receives bids Jan. 4 for 12,000 dish towels, hemmed at both ends, about 36 in. wide.

Tractor.—F. A. Tompkins, Nueces County Auditor, Corpus Christi, Tex.—Receives bids Jan. 3 for one crawler-type tractor for use in Precinct No. 2.

Tunnel.—Hamilton County Highway Comrs., T. S. Wilcox, Chrmn., Chattanooga, Tenn.—Receives bids Jan. 11 to furnish all labor, tools, machinery, equipment and materials necessary and required for construction of highway tunnel or twin tunnels through Missionary Ridge and the approaches thereto; A. M. Nelson, Tunnel Engr., Courthouse, Chattanooga.

Vaults.—John Marshall, Sherman, Tex.—Wants prices on vaults for \$175,000 audi-

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torium-administration building, Kidd-Key College and Conservatory.

Vaults and Vault Lights.—Wogan & Bernard, Archts., Raymond Bldg., Baton Rouge, La.—Wants prices on vaults and vault lights for \$350,000 building at Louisiana State University.

Ventilators.—Wogan & Bernard, Archts., Raymond Bldg., Baton Rouge, La.—Wants prices on ventilators for \$350,000 building at Louisiana State University.

Ventilators.—Rev. Alarie James Drew, 41 N. Moy St., Southern Pines, N. C.—Wants prices on ventilators for \$25,000 parish house.

Water Works.—City of Corpus Christi, Tex.—City, P. O. Lovenskold, Mayor, receives bids Jan. 4 for installing 8390 ft. of 6-in. cast-iron water main: 1400 ft. of 4-in. cast-iron water main, 11 fire hydrants.

Water Works.—Town of Farmerville, La., J. W. Stanell, Jr., Mayor—Receives bids Jan. 11 for labor and material for water-works improvements: two 500-g.p.m. fire pumps, either motor-driven centrifugal or oil-engine driven power pumps: 6-in. water well: one 50,000-gal. steel tank and tower: 12,000-gal. oil-storage tank: 125,000-gal. concrete reservoir: 2400 ft. of 8-in. and 2400 of 6-in. cast-iron pipe: 13,730 ft. of 4-in. cast-iron pipe: 11,000 ft. of 2-in. cast-iron pipe or steel pipe: hydrants, valves and fittings, etc.: pump house: laying pipe and general construction: Swanson-McGraw, Inc., Consult. Engrs., 426 Balter Bldg., New Orleans.

Wire Glas.—George R. Callis, Jr., Archt., 1800 Hearst Tower Bldg., Baltimore, Md.—Wants prices on wire glass for \$25,000 warehouse.

Wire Glass.—E. F. Rittenberry, Archt., 302 Blackburn Bldg., Amarillo, Texas—Wants prices on wire glass for \$50,000 high school at Petersburg.

Wire Glass.—Wogan & Bernard, Archts., Raymond Bldg., Baton Rouge, La.—Wants prices on wire glass for \$250,000 building at Louisiana State University.

Trade Literature

Some Fine Calendars.

Several more calendars for 1927 have been received by the MANUFACTURERS RECORD, one of the largest and finest being from Bunch & Harnesberger, manufacturers of Georgia roofing, Lincolnton, Ga., which has a colored picture representing a party of fishermen in a stony stream and one of them holding up the prize fish they were all after; another, from the Ashland Fire Brick Company, Ashland, Ky., has a fine picture of "Hilda," an example of American girlhood of the best society type, the color work being especially good. The De La Vergne Machine Company of New York city has issued a practical business calendar, with picture of one of their Diesel type engines. Another superior business calendar of the hanger type is from the Reading Iron Company, Reading, Pa.; it has three months to a page and a colored picture illustrating Reading pipe and many places where it is used. E. F. Houghton & Co. of Philadelphia, manufacturers of "Vim" leather belting, also have a good business calendar, likewise three months to a page. F. P. Sheldon & Son, Providence, R. I., engineers, architects and appraisers of industrial plants, have a neat, plain and practical business calendar of the hanger type, with black figures and colored border. The Merrell A. Wood Company, Youngstown, Ohio, has a unique and artistic little calendar, all months on one page beneath an appropriate Christmas-time picture with a suitable sentiment. The Swedish-American Line, operating the large, new motorship Gripsholm between New York and Gothenburg, has a fine hanger calendar with colored picture of the vessel, giving its size as 575 feet long and 74 feet wide. The Thew Shovel Company, Lorain, Ohio, has an excellent hanger calendar, with picture, showing some of its excavating equipment at work and below are the date sheets with three months to a page.

In writing to parties mentioned in this department it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Hoyt's "Babbitt Metal Data."

The Hoyt Metal Company, Boatmen's Bank Building, St. Louis, Mo., has named its latest publication "Babbitt Metal Data." This booklet, although of very modest size, is something valuable for users of this metal. The company says that the data which it contains has been obtained at great cost from some of the foremost engineers and chemists of the country. On page 18 there is a table which should prove very useful to manufacturers who use the various brands made by the company, which are illustrated. The Hoyt Metal Company was founded in 1875 by Chas. C. Hoyt, and a few years later a partnership was formed by him with E. R. Hoyt, the name continuing unchanged. C. C. Hoyt died in 1895, but E. R. Hoyt is still active as chairman of the board. C. W. Hudson is sales manager.

United States Gypsum Bulletins.

Several bulletins have been published by the United States Gypsum Company, 205 West Monroe street, Chicago, concerning its fire-proof products, which are well and widely known and used. One of these is entitled "Architectural Data, Pyrobar Roof Construction," which is followed by another of lesser size entitled "Pyrobar Voids." "Sheetrock-Pyrofill" is a third book which tells of the product in its use for the construction of floors and roofs. "Structolite Concrete," for floors and roofs, is another subject in a fourth booklet, and a fifth issue tells about "Structolite," for industrial buildings. All are appropriately illustrated, and in some instances either blueprints or outline detailed drawings are included to extend the fullest information to customers.

INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers, or subscribers, or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

Clyde Display for Road Show.

The Clyde Iron Works Sales Company, Duluth, Minn., will again exhibit a diversified line of hoisting machinery at the Road Show in Chicago January 10 to 14, inclusive, its location in the Coliseum Building being Booths E-5 and E-6, the same as last year. Its display will include a three-drum gasoline hoist, with 60-horsepower Waukesha motor and a double-drum medium-duty hoist with 35-horsepower motor. This unit will also be shown with a high-speed material elevator sheave attachment, which can be easily attached to any two or three drum steam, gas or electric Clyde hoist. Supplementing this display will be a capstan car puller, which is both weather-proof and foolproof. The entire display of the company will command attention.

What Bucyrus Has Done in 1926.

The Bucyrus Company, South Milwaukee, Wis., manufacturers of excavating machinery, have made conspicuous improvements during 1926, according to G. A. Morison, second vice-president of the company. One of the most outstanding achievements is a 3-yard full-revolving, quarry and contractors' shovel having all the strength of the old railroad type and incorporating all the advantages of the small full-revolving shovel. This, the 100-B, is of the same general design as the well-known 120-B. Another announcement was a 1-yard contractors' shovel and dragline, which is built throughout to handle a 1-yard dipper. A new 1½-yard machine, the 41-B, was also announced; likewise, the Diesel electric 1200-horsepower dipper dredge, "Crest." This latter is now in use at New York. A 5-yard stripping shovel, the 200-B, has just been announced; it can be used as either a dragline or a shovel and on either caterpillar or truck mounting. The company is building for delivery in 1927 what is called the world's largest Diesel electric hydraulic dredge. It will have four 1150-horsepower Diesel engines, with two auxiliary engines of 60 horsepower. The cutter head is 8 feet in diameter and the discharge line 30 inches. Motors capable of developing 900 horsepower for one hour drive the cutter head. The pump has a motor rated at 3000 horsepower. The sale of electric-driven machines was greater this year than ever before. There was also a large number of sales of Diesel engine-driven equipment.

Business As Usual in Spite of Fire.

The Roberts Filter Manufacturing Company, manufacturers of water filters, Darby, Pa., inform the MANUFACTURERS RECORD that their plant was totally destroyed by fire December 18, but that all drawings and other records of value were saved and the engineering and office departments of the company are now functioning as usual in temporary quarters. With notable promptitude their letter says: "We are making arrangements to fill all orders for pressure filters without material delay. Temporary machine shop and assembling space will be secured at once so as to permit us to replace all material which was in our factory for consignment to our various contracts. A new manufacturing plant will be constructed as promptly as possible and we hope to be on a 100 per cent production basis in the course of two or three months. We will continue with the solicitation of orders and will arrange for the fulfillment of the same in temporary quarters pending completion of the new plant."

Armeo Display at the Road Show.

On January 1 the name of the Armeo Culvert and Flume Manufacturers' Association, Middletown, Ohio, will be changed to Armeo Culvert Association. This change of name does not imply any change in policy. As in previous years, the association will have an exhibit at the annual Road Show in the Coliseum at Chicago, January 10 to 15. The display will be under the charge of Anton S. Rosing, publicity manager; others in attendance will be John B. Morrison, manager of the highway bureau, and C. A. McTaggart, highway engineer. The exhibit will feature a model of a section of highway embankment, through which a culvert is being jacked into place. This method of placing culverts has, since its perfection about a year ago, found wide acceptance among railway engineers. Its advantages appeal also to highway engineers who have made use of this method in an increasing number of instances. Other features of the Armeo exhibit will include sections of perforated corrugated iron pipe for sub-drainage purposes, automatic drainage gates for control of flood water, nested sections of standard highway culverts in sizes from 12 to 66 inch diameters, and large explanatory charts showing the savings in cost and time possible to obtain in highway work. Under its new

(Continued on page 98)

"STANDARD COSTS"

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RICHMOND	TOLEDO	ERIE	DAVENPORT	SAN ANTONIO
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BUFFALO	MEMPHIS	MIAMI	OMAHA	SAN FRANCISCO
ROCHESTER		TAMPA		LOS ANGELES

(Continued from page 96)

name the association will continue its efforts of research in all matters relating to drainage and irrigation, and to publicity for making the results of research known.

Galion Displays at Road Show.

The display to be made at the Chicago Road Show by the Galion Iron Works and Manufacturing Company of Galion, Ohio, will include a Master ten-ton, four-cylinder motor roller, a Little Master motor roller, which is a new development in the Fordson roller field, and one of the new leaning-wheel graders of this make. They will be exhibited in Spaces W-9 and W-10 on the main floor near the main entrance. In connection with the International Harvester Company exhibit will be displayed an International ten-ton motor roller, a five-ton motor roller and a rear-control EZ lift motor grader, all of Galion make. The exhibit will be in the charge of J. S. Boyd, vice-president of the Galion organization, and H. G. Hulse, sales manager.

T. L. Smith Exhibit at Chicago.

As usual, the T. L. Smith Company of Milwaukee, Wis., will have an exhibit at the Good Roads Show, which is to be held in the Coliseum at Chicago January 10 to January 15. Of special interest will be the Smith 27-E six-bag paver, which is now equipped with the Bowen one-shot lubrication system. This system of lubrication insures properly lubricating every bearing, and it therefore lengthens the life of the paver and reduces delays and repair costs. Instead of an every-day job of lubricating the machine at the expenditure of from half an hour to one hour's time, the operator of the machine merely has to push a plunger, with the result that every bearing is properly oiled. R. Bowen, general sales manager of the company, will have charge of the exhibit.

William Ord.

William Ord, for many years associated with the designing and manufacture of road-building and contractors' machinery, died suddenly at Los Angeles, Cal., on Sunday, December 12. Mr. Ord was widely known in civil engineering and road-building circles and was the inventor of the Ord concrete road finisher. Since 1922 and at the time of his death Mr. Ord was sales manager of A. W. French & Co., Chicago, manufacturers of the Ord finisher and other contractors' machinery.

Fostering Reforestation Plan in Georgia County.

Americus, Ga.—A reforestation plan in Sumter county is being fostered by J. M. Prince, head of the Americus Normal College, and Walter W. Wilson, a sawmill operator here, co-operating with others interested in conserving the available timber supply in the county. The movement was started about two years ago, when 350 young slash pine trees were planted upon a barren portion of the Normal school property, and a similar number on cutover land near Americus, owned by Mr. Wilson.

Some Chesapeake and Ohio Appointments.

The Chesapeake and Ohio Railway Company has made the following appointment: B. T. Corker, terminal trainmaster, Hinton, W. Va.; also trainmasters as follows: F. W. Myers, Thurmond, W. Va.; W. W. Atkins, Logan Coal subdivisions, Peach Creek, W. Va.; E. J. Lilly, Ashland, Ky.; G. P. Gibbs, Handley, W. Va. The appointment of L. J. Mahle as assistant trainmaster of Logan Coal subdivisions at Peach Creek is also announced; he succeeds Mr. Atkins, promoted.

New Albany Buys Sullivan Channeler Machine Business.

The Sullivan Machinery Company, Chicago, has sent out letters to customers announcing that the stone channeler machine business of the company has been sold outright to the New Albany Machine Manufacturing Company of New Albany, Ind. All completed channeling machines and the complete stock of their parts, pattern drawings, tools, etc., have been turned over to the new owners and now all orders should be addressed to them. They have an excellent knowledge of this business and can handle requirements with satisfaction.

Osgood Company's Exhibit at Road Show.

The Osgood Company, Marion, Ohio, will exhibit in their space, Booth 29, at the Chicago Good Roads Show in the Coliseum the second week in January, an Osgood 1½-yard heavy-duty gas crane. This machine is the latest addition to the line of machinery built by the company, and includes many advance features in design, which add to its simplicity of operation and maintenance. The machine will be equipped with a structural boom of the lattice bow type. The new all-enclosed gear drive truck developed by the company during the past year will be shown for the first time under this machine.

Heil Distributors Appointed.

The Heil Company, Milwaukee, Wis., manufacturer of tanks, bodies and hoists, has announced the appointment of the Smith-Moore Vehicle Company, 408 North Fifth street, Richmond, Va., H. J. Smith, president and general manager, as distributor of its products for Virginia and the Carolinas, and it will carry stock on hand. Six Wheels, Inc., 1223-33 Santa Fe avenue, Los Angeles, has been appointed distributor in southern California. It will also carry the Heil products in stock. F. B. Tucker is general manager. The Arizona Truck and Tractor Company, Phoenix, Ariz., is distributor for that State. Herbert C. Legg and associates are in charge. The Heil Company has also opened a direct branch office for sales, service and stock in Long Island City, N. Y. George J. Kuhlman is district manager there; he was previously at Philadelphia. Charles Genther will be assistant manager in charge of the Philadelphia branch. R. C. Schultz has been appointed Cleveland representative for the company, with headquarters at the Gustav Schaefer Company, 4180 Lorain avenue, Cleveland, Ohio. Complete stocks will be carried at these several points.

Northwest Engineering's New Machines.

The Northwest Engineering Company, manufacturer of crawler equipment, shovels, cranes and draglines, Chicago, Ill., will display two new machines at the Chicago Road Show in January. They will be known, respectively, as Model 2 and Model 3. The first is built as a shovel, with a capacity of ½ cubic yard and is convertible to a ½-cubic-yard crane on a ½-cubic-yard dragline, with 35-foot boom. The other machine is built as a ¾-cubic-yard shovel, and is convertible to a ¾-cubic-yard crane or a ¾-cubic-yard dragline on a 35-foot boom. These two new Northwests have been put on the market in answer to the demand for small-capacity revolving machines, possessing the profitable features pioneered by this company, and embodying the high-class construction that is maintained in its Models 104 and 105, to which they are in every way equal and have all their exclusive features.

Virginia Creosoting Company Active.

The plant of the Virginia Creosoting Company, Inc., on the Southern Railway, near Culpeper, Va., is busy on treating with preservative a very large number of chestnut poles for power lines. The poles now on hand in the yards cover 13 acres of ground. The principal work that is done on them is called "butt treatment," to protect them from decay in the ground when they are used not only for carrying electric power lines, but for lighting, telegraph and telephone lines. The poles are obtained mostly from Tennessee and North Carolina, and practically all are sold in New Jersey and other States North and East. Elmer A. Cook of Philadelphia is president of the company and W. A. Haley is local superintendent at the plant. The most important customer is the Public Service Electric and Gas Company of New Jersey.

Chain-Belt Display at Road Show.

The Chain-Belt Company have incorporated in their 1927 model Rex Paver several new important features, which are distinct advances in the design and operation of road pavers. No announcements have been made as to just what the major improvements are. However, the new Rex will be exhibited in Space No. 1, main floor of the Coliseum, at the Chicago Road Show. In addition, the company has added two new mixers to the Rex family, each incorporating all of the Rex high-speed features. The two new additions will be displayed in Space No. 1 and NCB 19. B. F. Devine, sales manager, will be in charge.

\$5,000,000 Terminal Market Proposed for New Orleans.

New Orleans, La.—A proposal for the erection of a \$5,000,000 Public Belt terminal market here has been endorsed by directors of the Association of Commerce, who have instructed the committee for the management of the agricultural bureau of the Association to take steps to put the proposal into effect. It is understood that the agricultural bureau will confer with the Commission Council to determine what public agency should finance and build the proposed market. An official of the Public Belt Railroad Commission is said to have indicated that the Public Belt is in a position to finance the project, expending \$3,500,000 for land and initial construction and the remainder as needed.

Plans are being made by the city of Fort Worth, Texas, O. E. Carr, city manager, for selling \$1,300,000 of street, sewer and park bonds within a few weeks.

SOUND FIRST MORTGAGE FINANCING

Group showing a few actual buildings securing First Mortgage Bond Issues underwritten by the First National Company of St. Louis. Names upon request.



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FINANCIAL NEWS

Bond Issues Proposed

Ark., Texarkana—City Hall, etc.—City votes Feb. 23 on \$317,000 bonds. Address City Clk.

Fla., Fort Pierce—Municipal Improvement—City, Elwyn N. Moses, Clk., sold to Stranahan, Harris & Oatis, Toledo, Ohio, and Eldredge & Co., New York, following bonds: \$42,000, sewer, at 974; \$371,000 6% local improvement, 974; \$48,000 5% Turbo Generator, 950.*

Fla., McLennyn—School—Baker County Bd. of Public Instruction, J. A. Rowe, Chmn., receives bids Jan. 3 for \$25,000 6%, \$500 denom. Sanderson Special Tax School Dist. No. 3 bonds.

Fla., Miami—School—Board of Public Instruction, Charles M. Fisher, Sec., receives bids Jan. 11 for \$1,153,000 6% bonds.

Fla., Ocala—Street—City, H. C. Sistrunk, Clk., receives bids Jan. 4 for \$128,000 6%, \$1000 denom. bonds.

Fla., Pompano—Municipal Improvement—Town, T. E. Raines, Clk., rejected bids for \$750,000 6% bonds.*

Fla., St. Augustine—Improvement—City, E. N. Calhoun, Atty., contemplates selling \$173,000 Coquina Gables subdivision bonds.

Fla., St. Petersburg—Municipal Improvement—City Comms., S. S. Martin, Director of Finance, receives bids Jan 10 for \$999,000 bonds: \$199,000 5% municipal pier; \$160,000 6%, purchase of Spa; \$490,000 5%, opening First Ave.; \$160,000 5%, improve port of St. Petersburg.

Fla., Sanford—Municipal Hospital—City Comm., Forrest Lake, Mayor, considering \$250,000 bond issue.

Fla., Stuart—Municipal Improvement—City Comm. will call election before end of Feb. on \$310,000 bonds: \$80,000, fire hall; \$12,500, fire alarm system; \$41,000, fire protection in districts not protected; \$21,000, incinerator; \$50,000, city hall; \$25,000, white way lights; \$50,000, sewage disposal; \$25,000, drainage; \$40,000, bridges; \$2500, comfort station; \$25,000, municipal ball park; \$10,000, waterfront improvements; Don Egbert, City Engr.

Fla., Stuart—Municipal Improvement—City Comm. plans selling \$400,000 bonds.

Fla., Tampa—Highway—Hillsborough County Comms., W. A. Dickenson, Clk., receive bids Jan. 14 for \$610,000 6% bonds.

Fla., Vero Beach—Water Works—City, H. G. Redstone, Clk., plans selling \$50,000 bonds.

Ga., Albany—Water Works, School—City Comms., E. H. Kalmon, Mayor, may issue additional \$250,000 to \$300,000 bonds.

Ga., Quitman—Paving—City Comm., receives bids Jan. 18 for bonds.

La., Gretna—Road—Jefferson Parish Police Jury receives bids Jan. 25 for \$13,000 bonds.

La., Marksville—Road—Avoyelles Parish Police Jury, E. J. Bordelon, Clk., receives bids Jan. 5 for \$35,000 Dist. No. 5 bonds.

La., West Monroe—Paving Assessment—City, C. E. Bell, Mayor, voted \$50,000 bonds.*

Miss., Meridian—Rights-of-Way and Terminal Facilities—City voted \$80,000 bonds. Address City Clk.*

N. C., Beaufort—School—Board of Trustees Beaufort Graded School Dist., Carteret County, receives bids Jan. 12 for \$100,000 5½% \$1000 denom. bonds; Robert L. Fritz, Jr., Sec.

N. C., Kornersville—Water Works—Town, J. L. Woolen, Sec., plans \$100,000 bond issue.

Okl., Cookson—Bridge—Town contemplates bond election. Address Town Clk.

S. C., Columbia—Sewer, Paving—City votes Dec. 30 on \$800,000 bonds. Address City Clk.

S. C., Florence—School—City voted \$275,000 bonds. Address Pres. School Board.*

Tenn., Knoxville—Revenue—City, L. O. W. Bonham, Finance Director, plans selling \$500,000 of \$2,000,000 bonds.

Tenn., Nashville—Bridge—Davidson County, Litton Hickman, County Judge, receives bids Jan. 10 for \$1,000,000 4½% \$1000 denom. bonds.

Tex., Alamo—Paving—City, J. G. Cox, Mayor, voted \$35,000 bonds.

Tex., Coolidge—City, J. H. Gamel, Mayor, voted \$20,000 water and \$40,000 sewer bonds.*

Tex., Corpus Christi—Nueces County Commissioners Court will call election Jan. 4 on about \$110,240 Bishop-Driscoll Drainage bonds.

Tex., Cross Plains—School—City voted \$65,000 bonds. Address Pres. Board of Trustees.

Tex., Brenham—School—School Board will call election Jan. 12 on \$180,000 bonds.*

Tex., Eagle Pass—Irrigation—Maverick County Water Improvement, Dist. No. 1, votes soon on \$3,500,000 Gravity Irrigation System bonds.

Tex., Fort Worth—Municipal Improvement—City, O. E. Carr, Mgr., plans selling during next thirty days \$1,300,000 street, sewer and park bonds.

Tex., Kosse—Water Works—City votes Jan. 21 on \$55,000 bonds. Address City Clk.

Tex., McAllen—Irrigation—McAllen Irrigation District voted \$75,000 bonds. Address Dist. Comms.

Tex., Matador—Road—Motley County, C. L. Glenn, County Judge, will call election Dec. 31 on \$200,000 bonds.

Tex., Paducah—Cottle County, James M. Whetney, County Judge, will call election Jan. 8 on \$800,000 bonds.

Tex., Plainview—Road—Hale County Comms., Meade F. Griffin, County Judge, reported to call election Dec. 31 on \$1,000,000 bonds.

Tex., Raymondville—Sewer—City, M. H. Dryer, Mayor, plans \$50,000 bond issue.

Tex., Rice—Municipal Improvement—City plans voting in spring on \$60,000 bonds: \$30,000, water works; \$30,000, sewer system; Koch & Fowler, Engrs., 801 Central Bank Bldg., Dallas.

Tex., Seguin—Road, etc.—Guadalupe County Comms., J. B. Williams, County Judge, will call election Jan. 18 on \$752,000 bonds: \$272,000, to retire special Road Dist. bonds; \$480,000, road building.*

Tex., Taylor—Purchase Sewer Lines—City, A. V. Hyde, Mgr., defeated \$100,000 5% bond issue.*

W. Va., Charleston—Road—Kanawha County, Jefferson Dist., defeated \$391,000 bond issue. Address County Comms.

Bond Issues Sold

Ark., Dardanelle—Bridge—Yell and Pope County Comms. Bridge Improvement Dist. sold \$300,000 5½% bonds to Merchants and Planters Title and Investment Co., Pine Bluff, and Federal Commercial Trust Co., St. Louis, at 102.*

Fla., Fort Myers—School—Lee County School Board, C. W. Bartleson, Chmn., sold \$64,000 bonds to C. W. McNear & Co., 76 W. Monroe St., Chicago, Ill.

Fla., Tampa—Drainage—Hillsborough County Comms., sold \$1,000,000 Interbay Drainage Dist. bonds to Oscar A. Ayala & Co., 217 Twigg St., Tampa.

Fla., West Palm Beach—Improvement—City Comn., H. J. Daugherty, Clk., sold \$2,171,000 bonds to Prudential Co., Spitzer, Rorick & Co., Toledo, Ohio, and Guardian Detroit Co., 120 Broadway, New York, at 95 per cent plus accrued interest.*

Ga., Atlanta—Improvement—City sold \$70,000 4.10% bonds to Stephens & Co., 115 Broadway, New York, at premium of \$1386.

Ga., Fort Valley—School—Fort Valley Consolidated School Dist., A. C. Riley, Pres., sold \$170,000 5% bonds to Robinson-Humphrey Co., 22 Marietta St., Atlanta.*

Ga., Hinesville—School—Liberty County, W. C. Hodges, Atty., sold \$15,000 6% Dorchester Consolidated School Dist. bonds to Robinson-Humphrey Co., Atlanta, Ga.*

Ga., St. Francisville—Road—West Feliciana Parish Police Jury, J. R. Matthews, Sec. Clk., sold \$110,000 5% bonds to Hibernia Securities Co., New Orleans, at par, accrued interest and premium of \$125.*

Mo., Joplin—School—Board of Education sold \$375,000 4½%, \$1000 denom. bonds to Wm. R. Compton Bond Co., Seventh and Locust Sts., St. Louis, at premium of \$6382.

N. C., Asheville—Municipal Improvement—City Comms., E. G. Thompson, Sec.-Treas., sold \$3,000,000 4½% bonds to Bankers Security Corp., Durham, at premium of \$65,399.

N. C., Greensboro—Municipal Improvement—City, E. B. Jeffress, Mayor, sold \$1,420,000 4½% bonds to American Trust Co., Charlotte, at premium of \$19,880.*

N. C., Windsor—Railroad—Ryan, Sutherland & Co., Ohio Bldg., Toledo, purchased \$50,000 6% coupon Windsor Township bonds.

Okl., Pond Creek—Sewer—City, J. H. Asher, Mayor, sold \$50,000 5% coupon bonds to American National Co., Oklahoma City, at par.*

S. C., Georgetown—Road—Georgetown County Comms., W. A. Campbell, Clk., sold \$100,000 5½% bonds to J. H. Hilsman & Co., Atlanta, at premium of \$2720.*

Tenn., Adamsville—School—McNairy County Board of Education sold \$10,000 bonds to I. B. Tigrett & Co., Jackson.

Tenn., Jamestown—Road—Fentress County Comn., E. J. Wright, Chmn., sold \$200,000 coupon bonds to Caldwell & Co., Nashville; I. B. Tigrett & Co., Hotel Heidelberg, and Little, Wooten & Co., both Jackson.*

Tenn., Johnson City—Improvement—City sold \$89,200 district and city bonds to Caldwell & Co., Nashville, at par, accrued interest and premium of \$1090.

Tex., Alice—Street—Garrett & Co., Magnolia Bldg., Dallas, purchased bonds at par, accrued interest and premium of \$885.

Tex., Denton—City Hall Bridge—City, J. W. Erwin, Sec., sold \$125,000 5% bonds to Brown-Crummer Investment Co., Schweiter Bldg., Wichita, Kan., at \$127,280 and accrued interest.*

Tex., Galveston—Municipal Improvement—City Comms., sold \$400,000 bonds to E. A. Toebeiman, U. S. Natl. Bank Bldg., Galveston, at par, accrued interest and discount of \$500.

Tex., San Antonio—Municipal Improvement—City, John W. Tobin, Mayor, sold \$3,600,000 4½% bonds to J. E. Jarrett & Co., Frost National Bank Bldg., San Antonio, at par, accrued interest and premium of \$49,428.*

Va., Fort Meyer Heights—Water Supply System—Arlington County Board of Water Supply, Asa E. Phillips, Ch. Engr., 2525 Pennsylvania Ave., Washington, D. C., sold \$200,000 4½% bonds to Virginia Trust Co., Richmond, and \$10,000 4½% bonds to R. H. Phillips, Kensington, Va., at par.*

Building and Loan Associations

Mo., Kansas City—National Savings Building & Loan Assn., capital \$1,000,000, incorporated; A. A. Zimmerman, 4203 Baltimore Ave.

New Financial Corporations

Ala., Prichard—Bank of Prichard, capital \$25,000, organized; W. P. Lewis, Pres.; Wm. Frasch, Vice-Pres.

Fla., Frostproof—W. J. Hoggson interested in establishing financing and building company to finance, design and build houses to cost \$100,000.

Ga., Cairo—Grady County Building and Loan Assn., chartered; W. B. Roddenberry, Pres.; J. E. Hall, Sec.-Treas.

Ga., Cuthbert—First National Bank, capital \$25,000, organized; George R. Shelton, Correspondent.

Mo., Kansas City—Union Savings & Loan Assn., 201 Lathrop Bldg., organized; B. L. Hart, Pres.

Mo., St. Louis—Gatch Bros. & Co., capital \$100,000, incorporated; Elias S. Gatch, 506 Olive St.

N. C., High Point—Commercial National Bank, J. Elwood Cox, Pres., plans increasing capital, \$500,000 to \$1,000,000.

Griffin Banking Co., J. P. Nichols, Jr., Pres., Griffin, Ga., purchased assets of Bank of Williamson, Williamson; will open branch of Griffin Bank; P. W. Vaughn, former cashier of Bank of Williamson, will be cashier.

At meeting of the executive committee of the Equitable Trust Company of New York City, December 21, Arthur A. Miller, was appointed a vice-president of the company. Since 1918 he has been treasurer.

United States Fidelity & Guaranty Co., R. H. Bland, Pres., Redwood and Calvert Sts., Baltimore, Md., plans increasing capital, \$6,000,000 to \$7,500,000.

Atlanta Branch of W. R. Meadows, Inc.

W. R. Meadows, Inc., manufacturer of "Sealtight, the Perfected Joint," has very lately opened a branch office at 919 Atlantic Trust Building, Atlanta, Ga., with Logan Bleckley, Jr., as manager. Headquarters are at Elgin, Ill.

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Thinks the Southwest Must Grow Our Cotton.

Atlanta, Georgia.

Editor Manufacturers Record:

I have followed the cotton discussions in the MANUFACTURERS RECORD with much interest. Some of your readers may recall that the writer many months ago advocated formation of a governmental bureau to find new uses and users of American agricultural commodities, especially the surplus of those American crops that may be called non-perishable. Formation of such a bureau is more desirable than curtailment of American agricultural effort can be, as establishment of the former will undoubtedly eliminate any need or desire of the latter.

The present trend of agricultural comment is leading to an agricultural maelstrom. The safe and sane policy for this country to pursue is to produce as much of everything as possible. Cheap cotton is a blessing not only to the South but to the entire nation. Primarily cotton is a cheap crop; in fact, it is the cheapest major agricultural crop grown in the United States, attributable to the fact that cotton field-labor is the cheapest labor in the country today. Many landlords allow a cotton tenant only \$240 per year for subsistence of himself and family.

Eliminating the eastern part of the cotton belt, cotton should be raised 60 per cent cheaper in this country than it is now raised. Whether the cotton farmer east of the Mississippi River likes it or not, he cannot hope to compete with the West in future in the production of cotton. There are several reasons for this: the Western farmer can cultivate three times as much cotton per family; also, he need not use fertilizer; also, Western staple is preferred especially as to character of the staple. The Southwest is adapted by nature to produce cotton to the exclusion of many other crops, whereas the Southeast is equipped and adapted by nature to produce many and varied crops, the rainfall being plentiful and the character of the soil varied.

Texas, if let alone, will produce 10,000,000 bales of cotton annually within the next 15 or 20 years; it will be cotton that is cotton, too, and it can be produced there cheaper than anywhere else on earth. Let Europe become convinced of this fact, and her enthusiasm for raising cotton in the colonies will, beyond doubt, die a natural death.

Last year 46,000,000 acres were planted to cotton in the United States. Allowing 30 acres to the family, it required 1,533,333 families to produce 16,100,000 bales of cotton. The average cost per family for subsistence being \$400 per year, we have for labor subsistence \$613,333,200; for fertilizer, \$75,000,000; for ginning, \$80,000,000; for taxes and incidental, \$12,000,000; total cost, \$780,333,200 for producing 16,100,000 bales of cotton.

Last year's returns from the United States cotton crop averaged \$19.40 per pound for lint paid to the producer and \$36 per ton for seed paid to the producer direct; therefore, we have 16,100,000 bales lint cotton, \$1,560,000,000, and 5,700,000 tons cottonseed, \$205,000,000; total returns 1925 cotton crop \$1,765,000,000, a profit of \$984,000,000. Is it any wonder a huge crop of cotton was planted again this year, 1926? The profit in last year's crop tells the whole story, and it will ever be so as long as it remains so profitable.

This year 47,000,000 acres were planted to cotton in the United States; allowing 30 acres to the family, it required 1,566,666 families to produce 17,100,000 bales of cotton. Family subsistence being \$400 per year each, we have for labor subsistence \$626,666,400; for fertilizer, \$79,000,000; for ginning \$85,000,000; taxes and incidentals, \$13,000,000; total cost, \$803,666,400 for producing 17,100,000 bales of cotton.

This year's returns at an average price of only one-half

last year's figure for seed and lint will yield the growers a profit of \$135,000,000, or about \$85 per family.

Advertise these facts and let the cotton farmer begin to decide now how much cotton he wants to produce next year.

This is intended to show that cotton is a cheap commodity; that the place to raise it is in the Southwest, where it can be raised cheaply; that nature intends the Southwest to raise cotton and, by the same token, intends the Southeast to raise crops other than cotton and to turn its attention to other things than cotton. Cotton must be dethroned in the minds of the growers as it has been dethroned in the minds of all other industrialists in the South.

Cotton is no longer king in the South. It has become one of the servants of the South.

ROBERT LEE HALL.

British Steel Merger Discussed.

Washington, December 27—[Special.]—Some of the leading members of the British steel trade are discussing a combination as a result of the recent formation of the Continental Steel Entente in Europe, according to advices reaching Washington. The expected amalgamations are looked for among makers of common or heavy steel for the construction trades, rather than among the manufacturers of high-quality steel in the Sheffield district, who do not have to compete against the Continental European steel plants.

The production of steel ingots and castings in November recovered to reach the greatest amount recorded since April in the United Kingdom. This gain, amounting to 4600 tons, brought the month's figure to 97,000 tons, or approximately 14.9 per cent of the production in November, 1925.

British pig-iron production decreased 975 tons, however, in November, amounting to 12,125 for the month, the lowest monthly output reported at any time since the outset of the coal strike.

Government to Issue Agricultural Outlook Report.

The annual agricultural outlook report of the Department of Agriculture will be issued January 28. It will be a review and outlook of the crop year and probable trend in 1927. It will cover the general domestic and foreign demand situations for all staple crops and livestock.

Later in the winter when "intentions-to-plant" surveys are completed and other material is available, supplementary outlook statements will be made by the Department.

In the hope of indicating cotton prospects for next year as a guide to producers in planting the 1927 crop, cotton will receive special attention in the January 28 report. Conclusions will be based on careful surveys and analyses of the situation. A discussion of the world cotton situation will be a part of the report.

Utilities Company Offering \$2,500,000 Gold Notes.

Amarillo, Texas.—The Northern Texas Utilities Company, engaged in the production and distribution of natural gas in eight counties of northern Texas, has offered, through A. M. Lampert & Co., Inc., New York, and Freeman, Smith and Camp Company, Portland, Ore., and San Francisco and Los Angeles, Cal., an issue of \$2,500,000 first lien, three-year, 7 per cent sinking fund gold notes. Funds from the sale of these notes will be used to complete the company's pipe line and distributing system.

Stockholders of the Commercial National Bank of High Point, N. C., have voted to increase the capital stock from \$500,000 to \$1,000,000 and surplus from \$500,000 to \$875,000.

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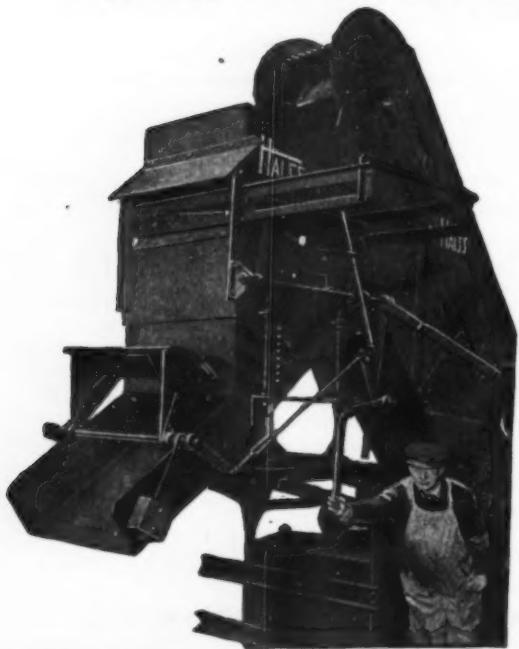
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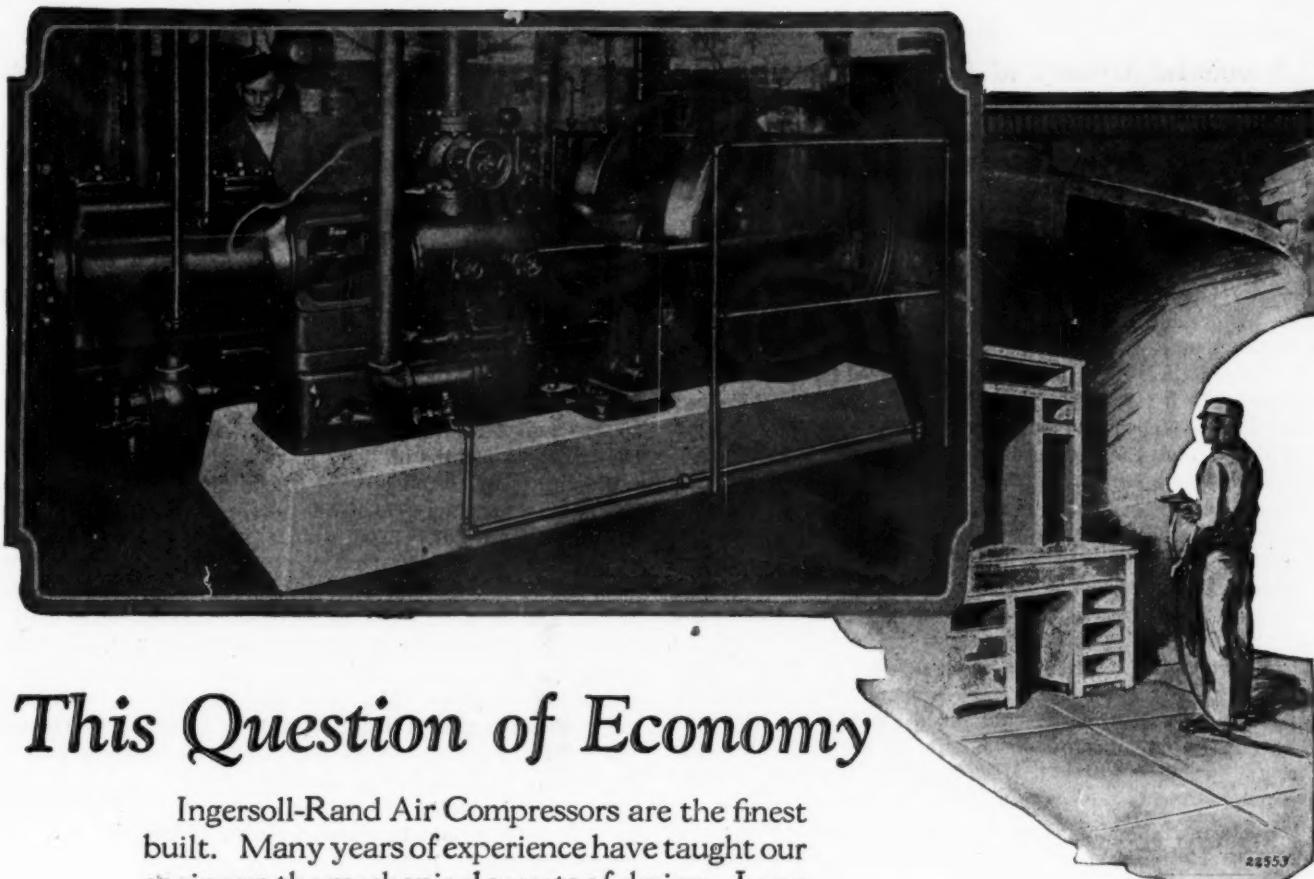
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836-C

December 30, 1926

Wonderful Growth of Cold-Finished Steel.

The Union Drawn Steel Company, Beaver Falls, Pa., has published a booklet of some twenty-odd pages with the title "Thirty-seven Years After: A Glance at the Development of Cold-Finished Steel." Turning the title page, one first sees a likeness of the late F. N. Beegle, to whom, it is remarked, "belongs the credit of having been the most outstanding figure in the development of the cold-finished steel industry." The company was founded in 1889 when Harrison had just succeeded Cleveland in the White House, having won the Presidency on a platform of tariff revision. In the ten years from 1880 to 1890 the output of steel had increased 50 per cent and greater growth was foreshadowed. W. A. McCool of Beaver Falls had developed a new and ingenious method for drawing steel cold, and the company was formed March 30, 1889. With the new process there were obtained the advantages of increased tensile strength, increased stiffness and closer grain structure in the steel; the surface of the metal was made even and bright. The great usefulness of steel in this form is found in thousands of small parts for typewriters, cash registers, telephones, washing machines, scales, automobiles, etc. Shafting, elevator guides, axles, etc., are typical of the larger forms in which cold-drawn steel is found. When working full time the plants of the company have an annual capacity of 500,000 tons of cold-finished steel. But the company is only one among many manufacturers of this product, and the whole industry has grown from small and simple beginnings during the average life of a man.

From a recital of these and related facts, the story narrated in the booklet goes on to describe the plants of the company and the processes in turning out the product. The head offices and main plants are at Beaver Falls, but after they had grown suitably a plant was built at Gary, Ind., in 1917 for Western, Southwestern and Pacific Coast business. In 1925 the Frasse Steel Works plant at Hartford, Conn., was acquired; also the plants of the Standard Steel Gauge Company of Beaver Falls and of the Peerless Drawn Steel Company of Massillon, Ohio. The seventh and smallest mill of

the company is at Hamilton, Ont., Canada. L. R. Davidson is chairman; E. S. Hoopes, president; E. C. Rebeske, secretary and treasurer; C. H. Beegle, vice-president and assistant secretary, and H. A. May, assistant treasurer of the company.

British Cotton Shipments Decline.

Manchester, England, December 13—[Special.]—Exports of cotton yarns and manufactures from the United Kingdom during November amounted to £11,662,213 and the total of manufactured articles to £44,091,631, compared with £12,275,479 and £44,909,343 in October, and £14,019,211 and £48,073,071 in November, 1925.

For the 11 months ended November the figures were £144,352,108 and £499,613,115, against £183,412,782 and £564,479,862 in the 11 months of 1925.

Shipments of cotton piece goods in November totaled £8,371,084, representing 277,639,700 square yards, compared with £9,148,260 and 307,744,700 square yards in October, and £10,465,960 and 325,912,100 square yards in November, 1925.

In the 11 months ended November the exports were £109,114,713 and 3,594,672,100 square yards, the comparative figures for the previous year being £138,540,650 and 4,051,560,600 square yards.

The cotton yarns shipped in November were valued at £1,923,055, the weight being 15,333,700 pounds. In October the figures were £1,762,094 and 13,463,100 pounds, and in November, 1925, £2,134,053 and 13,908,400 pounds. During the 11 months ended November the exports were £19,943,674 and 153,721,200 pounds, compared with £27,986,498 and 171,585,000 pounds in 1925.

Brenham to Vote on \$180,000 Bonds for School.

Brenham, Texas.—Acting on a petition presented by citizens, the Brenham School Board has called an election for January 12th on a bond issue of \$180,000 for the erection of a new school building here. Tentative plans for the structure have been prepared by Giesecke & Harris of Austin.

— PROPOSALS —

BOND ISSUES BUILDINGS PAVING GOOD ROADS

Bids close January 4, 1927.

\$60,000 6% Drainage Bonds

Seranton, S. C.

High Hill Drainage District, located near Scranton, in the County of Florence, South Carolina, offers for sale to the highest bidder Sixty Thousand (\$60,000) Dollars, the total authorized issue of bonds of said drainage district, the proceeds of which are to be applied to the payment of the costs of the formation of said drainage district and of constructing canals, ditches, laterals and other improvements for the drainage and improvement of lands within said drainage district, the plans and specifications of which are on file in the office of the Clerk of the Court of Florence County, South Carolina. The bonds are issued under the statutes of the State of South Carolina relating to the establishment of drainage districts and an Act of the General Assembly authorizing and validating the issuing of said bonds of said Drainage District. Said bonds are coupon bonds of the denomination of One Thousand (\$1000) Dollars each, dated January 2, 1927, and bearing interest from date at six (6%) per cent per annum, payable semi-annually, to mature at annual intervals within thirty years, commencing after a period of five years; both principal and interest payable at some convenient banking house or trust company's office to be named

RATE: 35 cents per line per insertion.

PUBLICATION DAY: Thursday.

FORMS CLOSE: 4 P. M. Monday.

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THE DAILY BULLETIN OF THE MANUFACTURERS RECORD:

Published every business day; gives information about the industrial, commercial and financial activities of the South and Southwest.

The Daily Bulletin can be used to advantage when copy cannot reach us in time for publication in the Manufacturers Record before bids are to be opened, or when daily publications are necessary to meet legal requirements.

The same rate applies—35 cents per line per insertion.

in said bonds and designated by the purchaser. Sealed bids must each be accompanied with a certified check for Five Hundred (\$500) Dollars, must be filed not later than Tuesday, January 4, 1927, at 12 o'clock noon, with J. M. Parker at his office in Scranton, South Carolina, at which time and place all bids will be opened. Deliver or address all bids to J. M. Parker, Scranton, South Carolina. The right is reserved to reject any and all bids.

CHAS. T. HAYNIE,
District Treas. High Hill Drainage District.

Bids close January 5, 1927.

Bridge Substructure

Fayetteville, W. Va.

SEALED proposals will be received by the County Court of Fayette County, West Virginia, at the Courthouse in Fayetteville until 10 o'clock A. M. on the 5th day of January, 1927, and opened and read immediately thereafter, for the construction of Substructure for Bridge over New River at Stone Cliff, West Virginia.

The approximate quantities are as follows:

2,600 Cubic Yards of Plain and Reinforced Concrete.

2,830 Cubic Yards of Dry, Wet and Rock Excavation.

85,530 Pounds Reinforcing Steel.

Proposals will be received only upon standard forms in accordance with plans, specifications and estimates of quantities therefor, which standard forms, plans, specifications and estimates of quantities may be obtained from the County Road Engineer at Fayetteville, West Virginia.

Each proposal must be accompanied by a certified check in the amount of \$4000.

The right is reserved to reject any and all proposals.

THE COUNTY COURT OF FAYETTE COUNTY, W. VA.
By THOMAS BOONE, Clerk.

Bids close February 7, 1927.

U. S. Engineer Office, Mobile, Ala. Sealed proposals will be received here until 11 o'clock A. M. February 7, 1927, and then opened, for constructing and delivering one 100-foot Diesel Electric harbor tug. Further information on application.

Bids close January 6, 1927.

\$800,000 5½% Highway Bonds

Live Oak, Fla.

NOTICE IS HEREBY GIVEN that the Board of County Commissioners of Suwannee County, Florida, will receive sealed bids at the office of the Clerk of the Circuit Court in Live Oak, Florida, on or before the expiration of thirty days from the first publication of this notice, for the sale of those certain bonds, or any part thereof, known and designated as "Suwannee River Scenic Highway Bonds of Suwannee County, Florida, Issue of 1926," of the denomination of \$1000 each, in the aggregate sum of \$800,000, dated July 1, 1926, drawing interest from date at the rate of 5½ per cent per annum, and payable semi-annually on January 1 and July 1 of each year from date of issuance, and maturing serially as follows:

\$160,000 due ten years from date.
\$160,000 due fifteen years from date.
\$160,000 due twenty years from date.
\$160,000 due twenty-five years from date.
\$160,000 due thirty years from date.

Both the principal and interest are payable at the Hanover National Bank, New York City. Said bonds being voted and issued for the purpose of constructing, paving and hard surfacing Suwannee River Scenic Highway and State Road No. 5-A. Said bonds are validated by a decree of the Circuit Court, and all bids shall be made and accepted subject to the approving opinion of Messrs. Caldwell & Raymond, attorneys, 115 Broadway, New York City, New York, as to the validity of the bonds. The interest coupon maturing January 1, 1927, to be detached and destroyed by the County Commissioners. Each bid shall be addressed to J. W. Bryson, Clerk to the Board of County Commissioners, Live Oak, Florida, and shall be accompanied by a cashier's check, payable to said Clerk, in the sum of \$5000. Said check of the successful bidder to be retained by said Commissioners until said bidder has complied with the terms of his bid. The County Commissioners reserve the right to reject any and all bids. Blanks on which bids are to be made will be furnished free of charge on application to said Clerk. The said Commissioners shall meet at the Court House in Live Oak, Florida, in the office of the Clerk of the Circuit Court, at ten o'clock A. M.

JANUARY 6, 1927.

for the purpose of opening and considering said bids. The first publication of this notice to be December 7, 1926.

W. L. ROGERS,

Chairman of Board of County Commissioners of Suwannee County, Florida.

J. W. BRYSON,

Clerk to the Board of County Commissioners of Suwannee County, Florida.

Bids close January 5, 1927.

Roads and Bridges

OFFICE OF THE STATE ROAD DEPARTMENT.

Tallahassee, Fla., December 13, 1926.

Sealed bids will be received at this office until 10 A. M. on the 5th day of January, 1927, for the construction of the following projects:

F. A. Project No. 54, Road No. 1, Leon County, from Tallahassee 13 miles east. Alternate bids will be received on Plain Cement Concrete Pavement, Sheet Asphalt, Bituminous Concrete and Bituminous Macadam. All black top on an 8-inch Florida Lime Rock Base.

F. A. Project No. 59, Road No. 1, Jefferson County, from Monticello to the Aucilla River, approximately 9.10 miles in length. Alternate bids will be received on Plain Cement Concrete Pavement, Sheet Asphalt, Bituminous Concrete and Bituminous Macadam. All black top on an 8-inch Florida Lime Rock Base.

F. A. Project No. 53-A, Road No. 2, Lake County from Leesburg to Dead River, ap-

proximately 7.10 miles in length. Alternate bids will be received on Bituminous Concrete, Sheet Asphalt and Bituminous Macadam, laid on an 8-inch Florida Lime Rock Base.

F. A. Project No. 54-A and 58, Road No. 1, Leon and Jefferson Counties, from Point 13 miles east of Tallahassee to Monticello, approximately 12.53 miles in length. Work to consist of constructing an 8-inch Florida Lime Rock Base and Surface Treating same.

On the following projects bids will be received for clearing, grubbing, grading and constructing the necessary drainage structures:

F. A. Project No. 52, Road No. 1, Escambia County from Pensacola to Escambia Bay, approximately 10.09 miles in length.

Project 677-C, Road No. 13, Levy County, from Otter Creek to Wally, approximately 10.16 miles in length.

Project 677-D, Road No. 13, Levy County, from Wally to Cedar Key, approximately 7.58 miles in length.

Project 683-C, Road No. 4, Palm Beach County, from Delray to the Broward County line, approximately 8.27 miles in length.

Project 687-B, Road No. 2, Lake County, from Groveland to the Polk County line, approximately 15.22 miles in length.

F. A. Project No. 50-A, Road No. 14, Putnam County, the same being a Reinforced Concrete Overhead Crossing over the A. C. L. R. R., approximately 120 feet in length.

Project No. 614, Road No. 5, Sarasota County, consisting of eight (8) Reinforced Concrete Bridges having a combined length of 204 feet.

Projects No. 655 and 667, Road No. 18, Highlands and DeSoto Counties, consisting of 915 lineal feet of Creosoted Timber Bridge composed of thirty-five (35) separate spans.

Project No. 697, Road No. 1, Escambia County, being a Creosoted Timber Bridge over the Perdido River, approximately 488 feet in length.

All work to be done in accordance with plans and specifications of the State Road Department.

A certified check, made payable to the Chairman of the State Road Department, in the sum of five (5%) per cent of the amount bid must accompany each proposal.

Plans may be examined at this office, at the office of the Division Engineer, and may be obtained upon application to this office, accompanied by A \$5 DEPOSIT FOR EACH PROJECT, which DEPOSIT WILL BE REFUNDED if plans are returned in GOOD CONDITION within TEN DAYS AFTER BIDS have been received, by a BONA FIDE BIDDER.

The right is reserved to reject any or all bids.

F. A. HATHAWAY, Chairman.
J. L. CRESAP,
State Highway Engineer.

Bids close January 11, 1927.

Tunnel Construction

Chattanooga, Tenn., December 17, 1926.

Sealed bids will be received until 1 P. M. January 11, 1927, and publicly opened by the Highway Commissioners of Hamilton County, Tennessee, at the office of the Tunnel Engineers in the Courthouse in Chattanooga, Tennessee, for furnishing all labor, tools, machinery, equipment and materials necessary and required in the construction of a highway tunnel or twin tunnels through Missionary Ridge and the approaches thereto. All information may be obtained from, and bids addressed to, A. M. Nelson, Tunnel Engineer, Courthouse, Chattanooga, Tennessee, marked "Tunnel Bids." Plans and specifications may be examined at his office.

No bids will be considered except from experienced tunnel builders with adequate equipment.

Cash in banks to pay engineers' estimates monthly as work progresses.

The Highway Commissioners reserve the right to reject any and all bids.

Certified check for the sum of One Thousand (\$1000) Dollars must accompany each bid as evidence of good faith and as a guarantee that if awarded contract the bidder will execute contract and give bond as required, to be forfeited in event the bidder fails to do so.

HAMILTON COUNTY HIGHWAY COMMISSION.

T. S. WILCOX, Chairman.

J. M. PAYNE.

ALVIN ROBERTSON.

Bids close January 6, 1927.

Street Improvements

Vero Beach, Fla.

Sealed proposals will be received by the City Council of the City of Vero Beach, Florida, at the City Hall until 8 P. M. January 6, 1927, at which time they will be publicly opened and read, for the following work:

67,890 cubic yards sub-grading.

121,835 square yards of water-bound macadam paving with asphalt surface treatment.

60,939 lineal feet of curb and gutter.

3,860 lineal feet of 10-in. storm sewer.

1,040 lineal feet of 12-in. storm sewer.

1,390 lineal feet of 15-in. storm sewer.

2,050 lineal feet of 18-in. storm sewer.

910 lineal feet of 24-in. storm sewer.

770 lineal feet of 30-in. storm sewer.

93 curb inlets and 12 manholes.

The City reserves the right to award the contract for separate bidders on separate sections of the work and to reject any or all bids, and to waive any or all technicalities in awarding the contract.

All bids must be upon the blank forms provided in the Proposal, Specifications and Contract.

Each bid must be accompanied by a certified check for 5% of the amount of the bid, and the Contractor must provide a construction bond for 100% of the amount of his bid.

Plans, specifications and forms of contract and bond may be examined at the office of CARTER & DAMEROW, Inc., Engineers for the City of Vero Beach, Florida, or sets may be obtained from them by making a deposit of twenty-five dollars (\$25), all of which will be refunded upon the return of the plans and specifications in good condition within ten days following the opening of bids.

B. T. REDSTONE, Mayor.
H. G. REDSTONE, Clerk.

Bids close January 12, 1927.

Flood Control Works

Brownsville, Texas.

Sealed proposals, addressed to the Commissioners' Court of Cameron County, for the construction of Flood Control Works in Units 1 to 14, inclusive, of Division A, being the North Floodway, and Units 1 to 12, inclusive, of Division B, being the Arroyo Colorado Floodway, as indicated on Plans and Specifications of said work, said work including clearing and grubbing, levee work, structures, etc., will be received at the office of the County Auditor at Brownsville, Texas, until 2 o'clock P. M. on Wednesday, January 12, 1927, and then publicly opened and read.

Detail plans and specifications may be seen and information obtained at the office of W. O. Washington, County Engineer, in the Court House at Brownsville, Texas.

APPROXIMATE QUANTITIES:

Division "A," North Floodway.
Clearing and Grubbing..... 800 acres
Levee Work..... 3,000,000 cu. yds.
Concrete 150 cu. yds.
and other items necessary to complete the work shown on Plans.

Division "B," Arroyo Colorado
Clearing and Grubbing..... 700 acres
Levee Work..... 2,000,000 cu. yds.
Concrete 2200 cu. yds.
and other items necessary to complete the work shown on Plans.

A certified check for 5 per cent of the amount of bid, made payable to the order of Oscar C. Dancy, County Judge of Cameron County, must accompany each proposal as a Guaranty that the bidder, if successful, will enter into contract and furnish bond in accordance with specifications.

The right is reserved by the Commissioners' Court to reject any and all proposals and to waive technicalities. Also the right is reserved to award in one contract either entire Division or to award any Units thereof separately, in accordance with the proposal.

Proposals must be submitted in sealed envelopes and marked "Bid for Construction of Cameron County Flood Control Works."

J. J. BISHOP,
County Auditor of Cameron Co.

PROPOSALS

Manufacturers Record

Bids close January 20, 1927.

Sewage-Disposal Works

Blacksburg, Va.

Sealed proposals for the construction of Sewage Disposal Works for the Virginia Polytechnic Institute and the Town of Blacksburg, Virginia, will be received at the office of the President, Virginia Polytechnic Institute, Blacksburg, Virginia, until noon on January 20, 1927, at which time they will be publicly opened and read.

Plans and specifications may be secured on or after January 3, 1927, from the office of the Consulting Engineer, S. B. Williamson, 704 National Bank Building, Charlottesville, Virginia, upon deposit of Fifteen (\$15) Dollars. The Plans and Specifications are on file at the above office and at the Administration Building, V. P. I., Blacksburg, Va. Bids are required to be made out on the form provided and must be accompanied by a certified check for Ten Thousand (\$10,000) Dollars. Bond in the amount of Fifty Thousand (\$50,000) Dollars is required.

The work consists of furnishing all labor and material required for the construction of an Imhoff tank, contact beds, final settling tank and sludge beds, with appurtenances, involving principally the following approximate quantities:

Earth Excavation	6000 cu. yds.
Rock Excavation	1500 cu. yds.
Reinforced Concrete	1675 cu. yds.
Crushed Stone	6500 cu. yds.

The Engineer will be at the site of the work on January 12 and 19 for the convenience of prospective bidders.

The Virginia Polytechnic Institute and the Town of Blacksburg reserve the right to reject any or all bids, and to consider the qualifications of the bidder in awarding the contract.

JULIAN A. BURRUSS,
President, Virginia Polytechnic Institute.
F. E. EHART,
Chairman Sewer Committee,
Blacksburg, Virginia.

Bids close January 11, 1927.

Water Works Improvements

Farmerville, La.

The Mayor and Board of Aldermen of the Town of Farmerville, Louisiana, will receive bids at the Town Hall until eleven o'clock A. M. January 11, 1927, for material and labor necessary in the building of the Water-works Improvements.

Approximately the following equipment and materials will be required:

Two (2) 500-G.P.M. Fire Pumps, either motor driven, centrifugal or oil engine driven power pumps.

One (1) 6-in. Water Well.

One (1) 50,000-gallon steel tank and tower.

One (1) 12,000-gallon oil-storage tank.

One (1) 125,000-gallon concrete reservoir.

2,400 ft. of 8-in. Cast Iron Pipe.

2,400 ft. of 6-in. Cast Iron Pipe.

13,730 ft. of 4-in. Cast Iron Pipe.

11,000 ft. of 2-in. Cast Iron Pipe, or Steel Pipe.

Sundry hydrants, valves and fittings, etc.

Pump house.

Labor laying pipe and general construction.

Plans and specifications will be on file at the office of the Town Clerk, Farmerville, La., and at the office of the Engineers. All bids must be submitted on blanks for the purpose furnished with the specifications.

Plans and specifications, with bid sheets, can be obtained from the ENGINEERS, SWANSON-McGRAW, INC., 426 Balter Building, New Orleans, La., by depositing Ten Dollars (\$10), which amount is not refundable.

Each bid must be accompanied by certified check (Bidder's Bond not acceptable) in the amount of five per cent (5%) of the gross amount bid, but in no event shall check be in less amount than Fifty Dollars (\$50), as evidence of good faith.

The right is reserved to reject any or all bids, waive any or all formalities, or accept any bid or bids, which in the opinion of the Board appear to be to the best interest of the Town.

J. W. STANCIL, JR., Mayor.
J. W. BOOTH, Clerk.

SWANSON-McGRAW, INC.,
Consulting Engineers,
426 Balter Building,
New Orleans, La.

Bids close January 11, 1927.

10,000,000 Gallon Centrifugal Pump

Macon, Ga.

On Tuesday, January 11, 1927, at 6 o'clock P. M., bids will be received for one 10,000,000-gallon Centrifugal Pump, Steam Turbine Drive, to be installed at the Riverside Pumping Station of the Macon Water Works. The right is reserved to reject any and all bids. For further information prospective bidders may communicate with R. E. Findlay, Secretary and Treasurer, Board of Water Commissioners, Macon, Ga.

Bids close January 4, 1927.

Drainage Improvements

Scranton, S. C.

Sealed proposals will be received by J. M. Parker, Chairman of the Board of Supervisors of High Hill Drainage District, at his office in Scranton, South Carolina, until 12 o'clock noon on January 4, 1927, for constructing canals, ditches, laterals and other improvements for drainage within said district.

Bids are asked upon approximately 300,000 cubic yards of earth excavation. The contract to be awarded to the lowest responsible and competent bidder or bidders, and the Board of Supervisors reserves the right to reject any and all bids and to waive informalities. Bids will be opened at 1 o'clock P. M. January 4, 1927, at the office of J. M. Parker, at Scranton, S. C., each bid to be accompanied by a certified check in the sum of Five Hundred (\$500) Dollars. For the convenience of prospective bidders, plans and specifications will be furnished upon application, accompanied by a check for \$5, to cover the cost of same, to P. G. Gourdin, Engineer, Kingstree, South Carolina. Original plans and specifications on file in the office of the Clerk of Court for Florence County.

J. M. PARKER,
R. E. McKNIGHT,
L. S. SINGLETON,
Board of Supervisors High Hill
Drainage District.

Bids close January 3, 1927.

Courthouse

De Land, Fla.

Notice is hereby given to contractors that the Volusia County Board of Commissioners, acting for and representing Volusia County, State of Florida, will receive sealed proposals on the third day of January, 1927, at De Land, Florida, for the erection of Volusia County Courthouse.

Plans will be on file for inspection by contractors at the following places: At office of S. D. Jordan, Clerk of the Court of Volusia County, Tampa Builders' Exchange, MacDonough's Builders' Exchange, Jacksonville, Florida, and the Atlanta Builders' Exchange; also at the office of the Architects, W. D. Harper & Co., Daytona Beach, Florida.

Plans may be had of the Architects upon cash deposit of \$50 as a guarantee of good faith, and that the contractor will submit to the County Clerk of the Court a bona fide proposal in accordance with the plans and specifications on or before date set for opening bids, and also that the plans will be returned to the Architects in good condition. If said bona fide bid is rejected, then the Architects will refund \$40 to said bidder.

In case of failure on the part of the contractor to file bona fide bid as required, he shall forfeit to the Architects the full amount of cash deposit as liquidated damages.

**BOARD OF COUNTY COMMISSIONERS
OF VOLUSIA COUNTY, FLA.**

By W. P. WILKINSON,
Chairman.

Attest: SAM'L D. JORDAN,
Clerk.

Bids close January 24, 1927.

High School Building

Miami, Fla.

The Dade County Board of Public Instruction will receive at the Board's office, Central School Building, 69 N. E. Third street, Miami, Florida, at 1:30 P. M. January 24, 1927, sealed bids for the construction of a Miami Senior High School Building to be located at S. W. 24th avenue and First street, Miami.

Plans and specifications may be obtained at the office of Kiehnle & Elliott, Architects, 930 Seybold Building, Miami.

Bids will be received from General Contractors covering the construction of the building both with and without Plumbing and Electrical work. Separate bids will also be received from Plumbing and Electrical Contractors in these items. Separate Mechanical Contracts may be awarded if to the Owner's interest.

Owner reserves the right to reject any or all bids.

General Contractors may receive two sets of plans; Plumbers and Electricians who want to submit separate bids, one set. A deposit of twenty-five dollars (\$25) per set will be required to insure the safe return of plans and specifications.

Bid Bonds or Certified Checks must accompany proposals as follows: Proposals on General Contract, exclusive of mechanical, twenty thousand dollars (\$20,000); Proposals on Plumbing only, one thousand dollars (\$1000); Proposals on Electrical only, one thousand dollars (\$1000).

Surety Bonds of 100% of contract prices will be required of successful bidders, but the Owner will pay the premiums on same.

The Owner will make by weekly cash payments on contracts amounting to 85% of work completed and material on the grounds.

CHAS. M. FISHER,
County Superintendent.

Bids close January 5, 1927.

Furnishing and Delivering Vitrified Terra Cotta Sewer Pipe

**DEPARTMENT OF PUBLIC WORKS
BUREAU OF SEWERS**

Baltimore, Md., December 22, 1926.

Sealed bids or proposals, in duplicate, addressed to the Board of Awards and marked "Proposal for Furnishing and Delivering Vitrified Terra Cotta Sewer Pipe to the Bureau of Sewers," in accordance with the specifications on file in the office of the Bureau of Sewers, City Hall Annex No. 1, 311 Courtland street, Baltimore, Md., and as embraced in Material Contract No. 61, will be received at the office of the City Register, City Hall, Baltimore, Md., until Wednesday, January 5, 1927, at 11 A. M., at which time they will be publicly opened by the Board of Awards and read. No bid will be allowed to be withdrawn for any reason whatever after it has been deposited with the City Register.

Certified check of the bidder on a clearing-house bank, drawn to the order of the Mayor and City Council, in the amount recited in Paragraph No. 4 of the specifications must accompany each bid.

Bond in the amount of the contract price will be required of the successful bidder.

The Board of Awards reserves the right to reject any or all bids.

* Specifications and bidding form may be obtained at the office of the Sewerage Engineer, Annex No. 1, 311 Courtland street, Baltimore, Maryland, upon application.

MILTON J. RUARK,
Sewerage Engineer.
B. L. CROZIER,
Chief Engineer.

Approved:
HOWARD W. JACKSON,
President Board of Awards.

Approved:
JOSEPH PATTI, JR.,
Assistant City Solicitor.

Bids close January 11, 1927.

Deep-Well Pump

Tallahassee, Fla., December 16, 1926.

Bids will be received by the City Auditor and Clerk of the City of Tallahassee, Fla., until 12 o'clock noon January 11, 1927, for Deep-Well Pump.

SPECIFICATIONS.
Maximum capacity of pump to be 1200 G.P.M. against a total of 290-foot head, consisting of 100-foot lift to the surface, discharge 190 feet above the surface, directly connected to a General Electric slip-ring motor, three-phase, 60-cycle, 2300-volt, with starter, having under voltage and overload protection, with starting resistance. Drop pipe to fit in twelve-inch O. D. well casing and to extend 120 feet below pump-head base.

State in bid date of delivery, method of oiling the shaft and manufacturer's guarantee.

The city reserves the right to reject any and all bids, and to award the contract as it may deem the best interests of the city.

WM. R. GALT, City Manager.

Attest:
B. H. BRIDGES,
City Auditor and Clerk.



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